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# The Hongkong Telegraph.

(ESTABLISHED 1881).

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TUESDAY, MARCH 2, 1920.

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## REUTER'S TELEGRAMS.

### SOVIET RUSSIA.

#### OFFER OF PEACE TO U.S., JAPAN AND RUMANIA.

London, February 26.  
According to a Moscow wireless message, the Soviet has despatched Notes to America, Japan and Rumania offering peace.

### MR. ASQUITH'S VICTORY.

#### A REMARKABLE TURN-OVER.

London, February 26.  
Outside Labour circles, where Mr. Biggar's success was anticipated, there is remarkable unanimity in acclaiming Mr. Asquith's clean-cut victory in the Paisley bye-election.  
To-day's views as regards the ex-Premier, compared with 1916, represent his victory as one of the most remarkable turn-overs in the history of politics.  
Everybody is agreed that Mr. Asquith won by the aid of Unionist votes, which, it is opined, similarly affected the results at Ashton and Wrekin, the direct object being to keep out Labour, whose programme has alarmed moderate electors.  
Parliamentarians are confident that the re-entry of Mr. Asquith into the House of Commons will definitely affect the trend of domestic and world politics.  
Lobbyists are speculating whether Mr. Lloyd George will attempt a political reconciliation.  
The nature of Mr. Asquith's majority has astonished everybody. Owing to the smallness of his votes, Mr. MacKean forfeits his deposit of £150.  
Mr. Asquith takes his seat on February 28.  
The Paisley result is widely regarded as a test of the degree to which the nation repudiates the Coalition and the extent to which industrial voters are prepared to turn to Labour from the older parties. Moreover, the result is significant, owing to Mr. Asquith's repudiation of nationalisation.

### GOVERNMENT DEFEATED.

#### ON POLICE PENSION QUESTION.

London, February 26.  
In the House of Commons, upon a resolution by Sir James Remnant in favour of increasing the pensions of all policemen retiring before April, 1919, equivalently to the increased cost of living, the Government suffered defeat by 123 votes to 57.  
Mr. Shortt urged that the Police were in the same position as the Army, Navy and Civil Service; therefore the concession could not be granted to the Police alone. An all-round increase would cost a capital sum of £50,000,000.

### FRENCH RAILWAY STRIKE.

#### A GENERAL STOPPAGE FEARED.

Paris, February 26.  
A serious position has arisen on the railways, owing to a strike, which is rapidly spreading. The trouble started among the Paris-Lyon-Mediterranean men, who, *inter alia*, demanded the release of a driver convicted in connection with a recent accident. Subsequently the administrative staffs in Paris ceased work and traffic is coming to a standstill.  
The strikers are pressing for increased wages, nationalisation and the abolition of disciplinary punishments. A general stoppage is feared.  
Later.  
The Paris-Lyon-Mediterranean railway service, has almost completely stopped. The Nord-Orleans Est services are normal. The suburban lines on the right bank of the Seine have stopped, but the service on the left bank is normal.

### BRITISH AMBASSADOR TO AMERICA.

#### REPORTED SELECTION OF SIR AUCKLAND GEDDES.

London, February 26.  
It is definitely stated in the Parliamentary Lobby that Sir Auckland Geddes has been selected as Ambassador to Washington, and that Sir Robert Horne is likely to succeed him at the Board of Trade.

### BRITISH SHIPYARDS FULL.

#### BIG ORDER GOES TO AMERICA.

London, February 26.  
A telegram from New York says American shipbuilders have captured a contract from a London firm of owners for four tankers, costing \$7,000,000, as the British yards are full.

### THE MASSACRE OF ARMENIANS.

London, February 28.  
It is officially announced that the Peace Conference has discussed the reported massacres of Armenians in Cilicia and that measures have been concerted to deal immediately with the situation.

### THE CAIRO-CAPE FLIGHT.

Cairo, February 25.  
The third Vickers Vimy machine, piloted by Major Welsh and Captain Halley, and described as a Service Vickers Vimy, departed for Assuan en route to the Cape at 7.30 this morning, carrying five passengers.

## REUTER'S TELEGRAMS.

### NEW HOME RULE BILL.

#### A CLEAN-CUT OF ULSTER.

London, February 26.  
The draft Home Rule Bill provides for a clean-cut of the six Ulster Counties, which will constitute the Ulster area.

## LATEST SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

### THE SHANGHAI BURGLARY.

Shanghai, March 1.  
The robber which Mr. Blackburn, the British Assessor, caught admits committing five robberies at foreign houses in the Bubbling Well district and breaking into the British Consulate four times.

### KOREAN MEETING IN SHANGHAI.

Shanghai, March 1.  
Five hundred Koreans held a mass meeting at the Olympic Theatre to celebrate the first anniversary of the Declaration of Independence.

(Other Telegrams on Pages 2 and 3.)

## THE HOME MAILS.

### POSTMASTER GENERAL ON PRESENT DELAYS.

The business man has many worries which sooner or later he has to face, but there is one that, acting like a thorn in his side, everlastingly annoys him and is the direct source from which all the hard words of his vocabulary spring. We refer to the delay and uncertainty in the receipt of Home mails, about which there are so many complaints.

An interview which we had yesterday with the Postmaster General reveals the very unsatisfactory state in which the Colony stands in regard to its receipt of Home mails.

Mr. Ross told our representative that the delay is as much a mystery to him as it is to us. Once the mail is out of the postal officials' hands, no trace of its movements can be kept. The present method of carriage of mails from England is by way of Suez. A regular weekly service is maintained to Bombay, Negapatam and Singapore where it stops. What happens then to mails for Hongkong is a matter of uncertainty and haphazardness. The first or fastest boat which calls at Singapore receives the privilege of transporting them to Hongkong.

This particular service is the quickest that can be maintained in a regular form between London and the Far East, but the unfortunate part of the undertaking is that the link cannot be continued to Hongkong from Singapore by means of a service which synchronises with the arrival of the mails at the latter port.

"Of course, there is the regular service by the P. and O. and Blue Funnel boats," Mr. Ross explained to our representative, "but they are few and far between. The last mail we had by one of these vessels was transmitted on the 15th of the following month, which was quite good. At the same time we received two previous mails one sent on the 8th and the other on the 14th January. There were also two other mails sent between these two dates but we have not yet received them. We have telegraphed to London but so far have not received any reply."

"Have you any idea where these mails may have gone to?" enquired our representative.

Mr. Ross was unable to furnish any information on the point. Once the mails were put on board, he restated, they were lost sight of.

"We are endeavouring," Mr. Ross continued, "to get our mails sent here via Negapatam which is the quickest route. The route via Canada is not worth gambling for. If the mails were fortunate enough to catch the Empress boats in good time, then well and good. If not they would have to wait for the next boat which would not be in before another month's time."

To give our representative an idea of the long delay which mails often experience via the American route, Mr. Ross cited an instance which came to his notice that same morning. The local Post Office had received from Home via Seattle a batch of mails which left the despatching office on the 12th December. This mail had taken 79 days in making the journey from England and was carried across the Pacific by sundry Japanese boats.

Mr. Ross thinks that the delay of mails sent by the European route may be in some degree accounted for by the long sea trip round the Mediterranean via Gibraltar. A good amount of time had been saved in pre-war days by the dispatch of mails from Folkestone to Calais, then overland across France to Marseilles, where they were received by the first convenient boat calling there. During the war this was not practicable, owing to congestion of the railways, but there was no reason why this practice should not be restarted with the resumption of peace.

Our representative sought some information as to why mails via Negapatam should so often be brought here by small Indo-China boats. "Where do these Jardine boats come in in the present general arrangements of the forwarding of mails?" he asked.

Mr. Ross expressed his inability to answer the query. He had nothing to do with the putting of the mails on board these vessels. All he knew was that they get the mails at Singapore which were forwarded there by the regular weekly service, from Negapatam. Mails carried from England by the Blue Funnel boats took as long as 36 days and sometimes 40 days to reach their destination. The weekly service from London to Negapatam was decidedly better and if in its connection the route overland to Marseilles were undertaken and also a weekly service instituted between here and Singapore to connect it with the weekly one from Negapatam, the delays and uncertainties which exist at present would in a considerable measure be obviated.

## AVIATORS FROM AMERICA.

### SIXTEEN ARRIVE IN HONGKONG.

By the China Mail s.s. Nile, which came into port this morning, there arrived the personnel of the Far East Aerial Transport Company, a party of sixteen American aviators, and mechanics some of whom are accompanied by their wives. They are under the charge of Mr. Walter D. Bonner, and comprise Messrs. Walter D. Bonner, L. Scotchmer, Leonard M. Melka, G. C. Wilson, N. W. Mallory, Wm. S. Cormack, Wm. P. Smith, H. M. Broady, Everett Hays, Frank M. van Oudenhoven, Barney Kirtland, Roland S. Parker, Charles Curtin, Owen T. Ward, Chas. C. Havens, and L. N. Kitcham.

A telegram was forwarded to the Hongkong Hotel yesterday from Macao by Captain Ricou requesting the reservation of rooms for the aviators. This could not be done as the Hotel was full, and the person in charge of the local office of Messrs. C. E. W. Ricou and Co. had to deal with the problem of getting accommodation for the visitors. The arrival of the Nile early this morning saved him from further anxiety in the matter, as arrangements were made by Mr. Bonner for his party to proceed to Macao by this afternoon's boat.

The ladies of the party are Mrs. L. A. Scotchmer, Mrs. Chas. Curtin, Mrs. Owen T. Ward and Miss Ethel B. Brett.

Mr. Walter Bonner, interviewed by a representative of the Telegraph, this morning, said the group that he was heading were ex-Naval aviators, or ex-mechanicians in the United States Navy. They had been flying the Curtiss machines for three years and were specialists in them. Every aviator in the party, in addition to being a seaplane specialist as well. Eleven machines were coming here by the s.s. Doore Castle, which left New York on January 20th last, and is expected here on the 20th instant. These Curtiss seaplanes are equipped with Liberty motors and are the second largest types of planes in the world. In the air they can fly with a full load of seven tons and fourteen passengers and can maintain a non-stop flight of 650 miles in eight hours. Five of these planes are of the largest type, called the 1816 type of Curtiss flying machines. Two

are smaller planes—H.S. 2 L, capable of carrying six passengers—and three capable of carrying two passengers. Everything that could make a complete aeronautical fleet is possessed by the Company. The service from here to Canton and from Canton to Macao, in the opinion of Mr. Bonner, could be done in one hour each way, while from Macao to Shanghai it would take nine hours, with favourable weather.

Mr. Bonner, speaking about himself, said—"I am one of the oldest aviators in the world. I was in the first batch of aviators who ever used the aeroplane in war. When the U. S. Naval forces took Vera Cruz in 1914, we used the aeroplane for the first time in war. I was then exhibition flyer in the U. S. Navy. After the Vera Cruz incident, I took a three years' course in military flying in a U. S. Naval Air Station. When the United States entered the war against Germany I was the first aviator to be employed in the convoy of troops from the United States to France. During the last year of the war I flew 90,000 miles on convoy duty. Messrs. Cormack, Smith and Melka were also engaged on convoying duty, and Messrs. Cormack and Smith spent a portion of their time in conjunction with the British fliers who formed the Northern bombing group operating in the north of France on the Western Front. They went into the group as Naval aviators or mechanics in the U. S. Navy, and they have been flying these machines for over three years."

### CROWN PRINCE'S OFFER.

A Washington dispatch says Prince Friedrich Wilhelm, formerly German Crown Prince, in a letter addressed to President Wilson, has volunteered to surrender himself to the Allies, in lieu of all the war criminals whose extradition is claimed by them. In the letter, the Prince says that he is not in a position to know the attitude of the German Government towards the Allied demand, but it appears inconceivable that it will accede to it. He fears that by putting forth such demands the Allies are perpetuating hatred and a spirit of revenge. If, however, the Allies must have victims, Germany will be ready to produce persons who would suffer trial in lieu of the 800 persons whose names are borne on the list of war criminals. The Prince declares that the crime of these persons simply consisted in their services to their country during the war.

## TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 5s. 8 1/4d.

## THE WEATHER.

Forecast:—Cloudy. Barometer 30.03. Temperature 2 p.m.:—64. Humidity 2 p.m.:—81.

## "IRON" BUX.

### WINS ANOTHER FIGHT.

Fighting with all his old-time snap and vigor, and exhibiting the ringcraft that at one time made him the idol of Manila fight fans, Iron Bux gave definite proof that his showing against Dencio was not a flash in the pan, when he defeated the champion's closest rival, Francisco Flores, at Olongapo Monday night, says the *Manila Bulletin* of February 25.  
The journal says:—Bux fought an aggressive, tearing-in, battle, and showed up splendidly in the in-fighting. Flores claimed an injured hand—some said it was broken, in fact, but this sounds like woolly talk. If the "Tiger's" hand was broken, then the referee should be severely censured for allowing the fight to continue. At all events, it was not injured so badly that Flores could not make a last-round rally. Before Flores injured his hand, early in the fight, Bux showed up as well as he did after the injury. To give too much credence to this talk of a broken hand would detract credit from the Hongkong boy, who has shown of late that he is one of the most dangerous men near his weight in the Orient if he will will train properly. And Bux has been working hard.

In the eighth round Flores made a sensational rally, using his right hand landing several good punches, but the margin Bux had acquired in the earlier rounds was far too big for the gritty Flores to overcome. It is purely a matter of conjecture, of course, as to the outcome of the fight if Flores had not hurt his left arm, but, while the writer does not in the least under-rate the "Tiger" the form Bux displayed Monday night would not have earned him less than a draw. The trouble is that too many fight fans have been under-rating Iron Bux. The three judges were unanimous in declaring Bux the winner.  
Eddie Tait and Ben Tracey were amongst the visitors who made the trip from Manila. Tracey stated, after the fight, that he was certain Iron Bux could hold his own against the best welterweights in Australia. Tracey is taking Bux to Australia, with him, some time in March, following Bux's return from Hongkong.

## CHINA SUGARS.

### BIG PROFIT REPORTED.

The China Sugar Refinery Company has, it is rumoured, made a profit of over two million dollars on last year's trading. The balance sheet is expected to be out within a few days. A dividend of \$25 to \$30 is expected to be distributed to the shareholders, according to talk about town.

## DON'T FORGET.

### TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.  
Victoria Theatre—9.15 p.m.

### TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.  
Victoria Theatre—9.15 p.m.

### —THURSDAY, MARCH 4.

Flower Show at Botanical Gardens—First Day.

### FRIDAY, MARCH 5.

Flower Show at Botanical Gardens—Second Day.  
Theatre Royal—Boxing Tournament—9.15 p.m.



HERR ERZBERGER.

whose resignation from the German Cabinet has caused another crisis.



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GOVERNMENT BY COALITION.

Now the suggestion has been openly made that the Coalition was all right during the war, but the moment the war is over it is natural and right, that we should return to our old party features. That is not right, in my opinion, and it is certainly not natural and what does it mean? Don't imagine that joint Governments were unknown before the war. The Govern-

Assuming that I believed that I was a party to which I belong could be relied on getting a majority in the country, would I have been natural for me to turn to the Prime Minister and many other Liberal colleagues and say to them: "We worked together very well through the war, but I think we will get on better without you."

**SOCIALISTS NOT ALLOWED**  
New York, January 13.—The action of the State Legislature in refusing, by a unanimous vote, to permit five Socialist members to take their seats, on the ground that they are members of the party which opposed the war, has caused a storm of protest. Prominent Democrats and Republicans, many Governmental and Congressional, and public men have sent letters to the Legislature protesting against its action, on the ground that it contravenes the principle of representative Government. The Legislature defeated a resolution to reconsider its action. The ousted members will be given no hearing.

\_\_\_\_\_

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EARLIER TELEGRAMS.

SUPREME COUNCIL.

economic advisers will investigate high prices, while the Foreign Office will continue the preparation of the Turkish Peace Treaty, combined meetings to be held when necessary.



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**TO BE LET.**

**TO BE LET.**—Fully furnished top corner flat, 2 large rooms one small, April 1st; Kowloon, Nathan Road. Apply Box 320 c/o "Hongkong Telegraph."

**EARLIER TELEGRAMS.****INTERVIEW WITH TROTSKY.**

London, Feb. 25.  
A notable commentary on the Allies declared policy towards Russia is seen in an interview with Trotsky in the "New York World" wherein it is stated the Bolshevik peace terms and craving for peace remain unchanged. He said the country which first resumed amicable relations would derive the commercial advantage. Trotsky claimed that by Spring the Soviet will have crushed all armed antagonists. Adequate guarantees would be given to foreign capital invested in Russia after the peace which would lead to immediate demobilisation of the "Red" army. Trotsky alleged that all the Baltic states are now conferring with Soviet commissaries with a view to peace. It is noteworthy in connection with this that a wireless message from Moscow yesterday stated the Letts had decided, in agreement with Poland, Finland and Lithuania to begin peace negotiations and a conference was to be held in April. In some measure this is confirmation of above. This comes from Warsaw. A "Telegraph" wire from Novorossisk of Feb. 18 says Denikin has formed a democratic Cabinet with, as Premier, M. Melnikoff, ex-President of the Don Assembly.

**CABINET AND HIGH PRICES.**

London, Feb. 25.  
Cabinet Minister McCurdy at Northampton announced the Cabinet was now considering food control and the whole problem of high prices and high profits. He was confident a policy would be evolved to provide a remedy for the evils disclosed and foreshadowed the remedy would be found midway between wild socialising schemes and complete freedom for the profiteer. He said freedom of competition in Britain had gone forever because competition alone no longer could be regarded as real protection to the consumer. Meanwhile the committee on trusts was asking Messrs. Glaxo to explain the latest increase to a 100 per cent and the drapers' Chamber of Trade had passed a resolution in favour of investigation of the cost of all goods. Speakers urged that "taking excessive profits involved all concerned in great peril."

**PENITENT TURKS.**

Constantinople, Feb. 25.  
The High Commissioners' announcement as regards the Turks remaining at Constantinople has much impressed the Porte inasmuch as the Ministry of the Interior telegraphically circulated the provincial authorities announcing the decision and urging the adoption of measures to prevent attacks against non-Muslims which were prejudicial to Turkey's interests. The decision to withdraw British troops from Batum is cancelled.

**INCREASED EXPORTS TO U.S.A.**

London, Feb. 25.  
The "Times" draws attention to the improvement in exports to the United States. Outward ships are now carrying large cargoes while cargo space from America much exceeds the demand. This recent change is unquestionably helping to right the "exchange problem."

**U. S. POLITICS.**

Washington, Feb. 25.  
It is announced that Bainbridge Colby, one of the leaders of the Progressive party under Roosevelt, will succeed Lansing as Secretary of State.

**THE ADRIATIC.**

London, Feb. 25.  
The Supreme Council to-day received Pres. Wilson's reply on the subject of the Adriatic and postponed tomorrow's business in order to consider it forthwith. The Council agreed not to announce provisional resolutions taken as regards Turkish peace until settlement can be published. It is expected present conferences will terminate about the week end. It is hoped to settle the Turkish Treaty in principle before the break up but if necessary settlement of details will be delegated to the Ambassadors Council at Paris. Hungarian representations as regards their Treaty and various other matters have been or will be settled in principle after which details will be referred to the Ambassadors Council.

**ERZBERGER RESIGNS.**

Berlin, Feb. 25.  
Herr Erzberger has temporarily resigned in consequence of the publication of a document charging him with making fraudulent taxation returns. Some of the Right Party newspapers regard his retirement as the first sign of his fall.

**CAIRO TO CAPE.**

London, Feb. 25.  
Col. Brackley's Handley Page arrived at Assuan at 3.40 p.m. on Feb. 23 and is proceeding to the Cape on Feb. 24.

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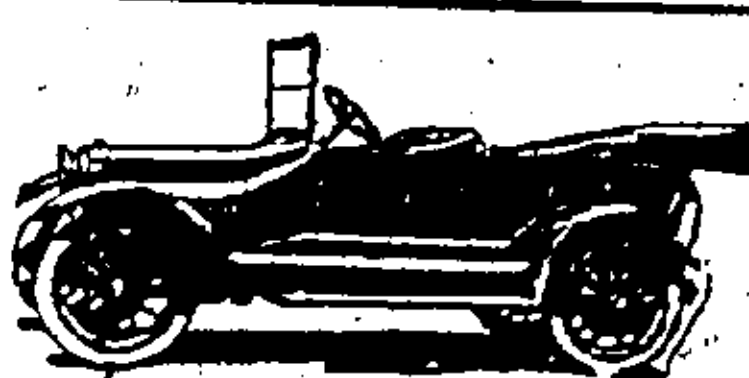
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**JUVENILE CRIMINALS.****A JAPANESE MEASURE.**

The Japanese House of Representatives met on the 5th instant.

Mr. Hara (Minister of Justice) took the rostrum to explain the Juvenile and the Reformatory Bills introduced by the Government. He stated that the Juvenile Bill aimed at the establishment of a Juvenile Court for the trial and protection of juveniles under eighteen years of age, who had either offended against the criminal law or were likely to commit criminal deeds. It also aimed at the inauguration of special legislation providing for criminal procedure to be taken against young offenders and for penalties to be imposed upon them. In explanation of the other Bill, Mr. Hara stated that it provided for the establishment of a reformatory for the accommodation of children over twelve years of age, who had committed criminal acts or were incorrigible.

Mr. Yokoyama (Kenseikai) put forward an interpellation. He noted that juvenile offenders had greatly increased in number in recent years, and the Government was rather late in presenting the present Bills to the Diet. He sought an explanation on several points. First of all, he desired to know whether these Bills were introduced from the viewpoint of the criminal administration, or from that of social policy. Secondly, was there any necessity of protection even for those mentally deranged children who were entirely incorrigible? The third point raised by the interpellator was that the largest proportion of depraved children were produced by the slum quarters. Was it not a case of putting the cart before the horse that the Government, while neglecting the relief of the poor, proposed to undertake the protection of the depraved children which these poor quarters produced? Lastly, Mr. Yokoyama pointed out that Tokyo, Osaka, Kobe and Yokohama stood in dire need of the application of the Juvenile Law under contemplation. He asked if the Government intended to apply the law to the whole of the country.

Mr. Suzuki (Vice-Minister of Justice), in reply, stated that the Bills had been drawn up from the viewpoints of criminal administration and of social policy. Even those who are mentally defective deserved every care at the hands of the authorities with a view to their moral regeneration. As regards relief work in the slum quarter, it had always claimed the earnest attention of the authorities, who were going to put forth redoubled efforts that direction. It was true that big cities accounted for the largest proportion of bad youths, but as there were many such persons under the jurisdiction of every district Court, the Government proposed to apply the intended law to the whole of the country, beginning with the establishment of Reformatories at the cities where Appeal Courts were situated.

On the motion of Mr. Iwasaki the Bills were referred to a special committee of eighteen.

**AIRSHIPS DE LUXE.****WORLD-WIDE VOYAGES.**

The *Pall Mall Gazette* understands that four aviation firms—Vickers, Peardmore, Shortt, and Armstrong-Whitworth—are forming a combine to purchase the surplus Government super-air ships, for the purpose of establishing regular world-wide passenger voyages, primarily linking up all parts of the Empire.

The first experiment will be between England, Scandinavia, and Holland. Later, it is expected to accomplish voyages from London as follows:—

New York, two and a half days.  
San Francisco, four and a half days.

Cairo, one and a half day.

Colombo, four and a quarter days.

Perth, seven days.

Nairobi (British East Africa), two and three-quarter days.

Capetown, five and a half days.

The air liners will be fitted with sleeping cabins above the main saloon, in which the seats will be disposed Pullman-wise. There will also be a smoke room.

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## The Hongkong Telegraph

HONGKONG, TUESDAY, MARCH 2, 1920.

## WILL RUSSIA BE RECOGNISED?

It looks from yesterday's telegrams as though we are rapidly approaching the day when the Entente Powers will recognise the Soviet Government and once again enter into full relations with Russia. That point has not been reached yet. In fact, it is definitely stated that the Peace Conference has decided that no diplomatic relations can be resumed until the Soviet Government displays an attitude in conformity with civilisation. On the other hand, commerce between Russia and the rest of Europe is to be encouraged to the utmost. Actually, the Supreme Council has resolved to enter into commercial but not diplomatic relations with Soviet Russia. But will not the one step lead to the other? It looks very like it, because the same official statement says that the Allies are anxious to secure impartial information of the conditions in Russia, and they invite the Council of the League of Nations to take up the task of making the necessary enquiries. Doesn't that look as though the Allies now realise that they have not hitherto had the truth about Russia, and that if unbiased investigation puts a different complexion on the situation, formal recognition of the Government may follow?

If we are to judge by yesterday's telegrams, France is still very much averse to having anything to do with the Bolsheviks, whereas both the British and Italian Premiers are said to favour recognition of the Soviet. In this connection, it is interesting to note that General Gough and officials of the Archangel Force strongly urge recognition of the Soviets and they presumably know the actual position better than people outside the limits of Russia can ever hope to do. One point that strikes us is that the reason given for consideration of the Russian situation by the Supreme Council is the changed condition of affairs that has arisen, due to the Bolshevik successes. Maybe we have here the key to the present and the future attitude of the Allies. After all, it has nothing to do with the Allies or anybody else what form of government Russia may choose, so long as an anarchical propaganda is not officially spread by that Government in other lands. The one great necessity is that there should be a stable Government and that it should be able to preserve order in the country. We may or may not regret that the Government is "Bolshevistic." But if a Government arises which is in a position to govern—and that's what a Government is for, anyhow—then that Government, having once proved its stability, is entitled to foreign recognition.

The trouble, of course, is that we do not know whether the Bolsheviks really form a stable Government at the moment. Very few people, even in Russia possibly, know the actual situation. Reports of what is transpiring are decidedly conflicting, and it would take a very real genius to sift out the lies from the truth. The Allies, although not yet officially recognising the Soviet, appear to be going about the question in the right way. They start with a willingness to enter into freer commercial intercourse and then seek to secure impartial information as to the actual situation in Russia. That looks to us like a step in the direction of eventual diplomatic recognition. At any rate, there is an evident desire to learn the truth, and when that is known it will be easier to come to a decision on the larger question. Of one thing we may be sure. The Allies want to see a peaceful, settled Russia. The whole world wants to see such a Russia, too. And we can only trust that the new phase now entered upon in the relations between Russia and the Entente will have that eventual result.

## NOTES &amp; COMMENTS.

## A WAR MEDAL QUESTION.

We were not a little interested yesterday to receive from the military authorities here an extract from a letter from the Office giving an official War intimation that officers and men of His Majesty's forces who were in Hongkong at the outbreak of the war and who did not leave the Colony before the signing of the armistice will not be eligible to receive the British War Medal. We were interested because it was in the Hongkong Telegraph some time ago that the question was raised and discussed, and we then pointed out that it was a little hard on the regular military men who were in the Colony on August 4, 1914, and who had not been allowed to proceed elsewhere (although many of them volunteered to go to a war theatre) that they should be deprived of this award. After all, they were detained here on essential garrison duties and were contributing to the defence of the Empire in the manner ordered. It was through no fault of their own that they could not actually participate in the fighting. The decision comes especially hard on time serving men who have made the army their livelihood, because the non-possession of the war medal will considerably detract from the merit of their record. For a man to have served, say for twenty-one years, and then to leave the army without anything to show for the war period will be a galling thought. But as the War Office has given the decision, complaining will not make much difference. With regard to those men who joined locally for military service and who did not afterwards enter a theatre of war, there is not so much to be said against the decision that they shall not have the medal, because they are in a totally different category. If men such as the two classes mentioned above cannot have the war medal, there would seem to be very little chance of the Volunteers or Defence Corps men getting it. Whether any recognition will be given them is still under consideration, as is also the position of all other Colonial auxiliary forces, but there is ground for the assumption that they will not.

## TO MOTOR-CYCLISTS.

We notice that Shanghai is going to have its Motor Cycle Club, and here is a suggestion that might be worthy of imitation in Hongkong. True, Hongkong has an Automobile Association that is doing quite a deal of good work, but the very large number of motor cycles to be seen on the roads of the Colony leads one to think that there is room for a Motor Cycle Club as well. At Home one of the features of such Clubs is the official "runs," and something of that nature in Hongkong would greatly help to make motor-cycling even more popular than it is now. Like the Automobile Association, it could render a deal of assistance to the authorities in keeping its members informed of regulations and in controlling matters to some extent. Motor cyclists might do well to think the matter over.

## TEE VOLUNTEER FIGURES.

A few days ago we saw fit to make reference to the very small number of enlistments for the new volunteer force that is being raised and the official figures now to hand make full confirmation of our statement. The total applications to date are only 156, and of these 115 were members of the Defence Corps at the close of last year. We all know what a strong body the Defence Corps was and it is to be hoped that a good many of the old Corps will be joining up again. The seventeen men who were serving locally before they went away and who have now made application ought to inspire a good many others to follow their lead, and it is a little gratifying to find that there are twenty-four totally new men. The older men, too, are showing up well, no fewer than forty-four men over 40 years of age having volunteered. But the figures are not large in any case, and there is room for a very great deal of improvement, especially as regards the many men who were serving in the Defence Corps until the beginning of this year. It won't be very creditable to Hongkong if the facilities for making a really good and useful Volunteer Corps are allowed to pass by unheeded by the majority. It is up to all young men to help put the matter beyond doubt.

## DAY BY DAY.

## GREAT FEAR IS COVERED BY A SHOW OF DARING.

Mr. and Mrs. J. Hyde left for Home to-day by the s.s. Pyrrhus.

The first Gymkhana of the season is to be held on the 23rd instant.

Most Kowloon residents have been notified of increases in prices by their comrades.

Last week there were 26 deaths from influenza in Hongkong—one Portuguese, and the rest Chinese.

A number of arrests for attempting to smuggle arms took place on the Nile when the ship arrived in port this morning.

A Retreat for girls will be conducted by a Redemptorist Father at the Italian Convent commencing to-morrow at 3.30 p.m.

Mr. James H. Backhouse, of Messrs. Backhouse and Mansers, has arrived by the Paul Lecat and is staying at the Hongkong Hotel.

An enquiry is being conducted at the Magistracy this afternoon into the circumstances of the recent fire which almost destroyed Aberdeen village.

The Hon. Mr. S. H. Dodwell left to-day by the Blue Funnel liner, Pyrrhus, for England. Volleys of crackers were fired from the office building and from a launch which took him aboard.

Besides the Hon. Mr. and Mrs. Dodwell, the passengers who left for Home to-day by the s.s. Pyrrhus included Mrs. C. H. P. Hay, Mr. and Mrs. W. Armstrong, Mrs. Strahan, Mrs. Butlin and Mr. and Mrs. Kelly Davies.

The communicable disease return for the past week shows three cases of cerebro-spinal fever (two fatal), and two non-fatal cases each of diphtheria and enteric. The cerebro-spinal fever sufferers were Chinese, the others British.

The Hongkong Tramway Company's receipts for the week ended February 28th, totalled \$16,236 which is an increase of \$243 over the same week last year. For the nine weeks of the year, the total takings are \$127,915 which is a decrease of \$2,572 over the same period last year.

Several returned overseas merchants under the leadership of Messrs. Cheng Po-shan and Kwok Kung-wu are reported to be organising a large cotton mill to be established in Honam. The proposed capital to be raised is given at \$5,000,000, of which \$2,000,000 have already been pledged by the promoters and other wealthy merchants.

A golf caddy has been remanded by the Magistrate on a charge of stealing six golf balls from the Kowloon Bowling Green Club. The bar-tender of the Club says that on Sunday morning he saw this boy and four others steal the balls from the Club, and with his assistant he gave chase but they escaped. The Police were notified and they arrested the defendant in Yaumati market.

## BOXING ITEMS.

In a match at Bordeaux, Georges Carpentier knocked out the American boxer MacClosky at the beginning of the second round.

Fred Fulton outpointed Frank Moran in an eight rounds bout at Newark.

Jimmy Wilde, the famous English flyweight, knocked out Mike Ertle in the third round of a ten-round bout. Wilde, who was in splendid shape, gave an unusual exhibition of speed and boxing skill.

## EX-ENEMY FOOTBALLERS.

The football associations of England, Wales, Scotland, Ireland, France, Belgium, and Luxembourg have withdrawn from the International Federation because the Scandinavian and Italian Associations reserve the right to meet ex-enemy associations. The seceders have formed a new federation, excluding ex-enemies, and also those resuming football relations with ex-enemies.

## AN ISLANDER'S DIARY.

[BY "AJAX"]

The world loves to honour a good man. The Hon. Dr. Severn is leaving shortly for a holiday in order to recuperate and rest after his arduous services as Colonial Secretary and Officer Administering the Government. During the week he was the recipient of many flattering testimonies of the esteem of his friends, whose number is legion, and the affection of the mercantile community. Mr. Severn has been a loveable man. I have no doubt that the fragrant memory of this conquest of hearts will in after years amply compensate him for the regret he must have often felt that supreme administrative control of the Colony was not his for a long term. One's only regret is that the preliminary report of the rice transactions of the Government was not kept back until he was far upon the deep blue sea.

There is no necessity to size up Mr. Severn as an administrator. He is a very tactful man, and nobody will deny his goodness and well-meaningness. For even his failings leaned to virtue's side. It may be truly said of him—

"Who does the best his circumstance allows,  
Does well, acts nobly, angels  
could do no more."

The eulogies of the Chairman of the Chamber of Commerce were in the best taste and well deserved. Mr. Severn was always conscious of doing his best according to his lights, and he did not spare himself in the performance. He shrank from the rough and tumble of party debate, a "scrap" in which his predecessors would have gloried, disgusted and pained him. He was no coward, but he was nice. We can all testify to his zeal and honesty of purpose. Apart from being a very successful, learned and popular Colonial Secretary, Mr. Severn is imbued with the Englishman's love of sport.

In Hongkong under the present regime a Colonial Secretary has a big chance to prove his administrative abilities. If he fails it will be due to his own deficiency and to nothing else. Mr. Severn on Friday night, as they say in homely English, was killed with kindness, and seemed to be very happy under the glowing solicitude of the mercantile community. Mr. Dodwell's speech was too long and good as some of the sentiments were, they were a little out of place. It is surprising that he should have been so indiscreet in making reference to an obvious slip that Dr. Jordan committed during the conferring of the degree of Doctor of Laws on Mr. Severn at the last University Convocation, by the use of the word "masterful." If Mr. Dodwell wanted to say something nice about the principal guest, why not be concise and brief? Business men are, as a rule, not given to verbosity or tautology.

The stars in their courses are fighting for Mr. Fletcher, as they fought for Sisera, and the commercial, as well as the general public, are anxious that when the post of Colonial Secretary falls vacant Mr. Fletcher should become C.S. substantive. After saying that he hoped that Mr. Severn would come back, Mr. Dodwell, at the Chamber of Commerce dinner, suggested that Mr. Severn should use his influence to fix Mr. Fletcher in the post. Mr. Fletcher has in more than one crisis shown his resource, capacity and strength of character and in the department itself he is admired as an able and just man. I cannot for a moment believe that there is any intention of removing him from an office in which he has proved such a conspicuous success, especially as to do so would be to do a grave injustice to a Civil Servant who has a lien on the vacant appointment. Rumour has it that Mr. Severn is going to a higher post. Mr. Fletcher, although a comparatively young man, has a wider experience of the needs of the Colony than any other Colonial Secretary we have had. For the Colonial Office to look beyond him would be to do the Colony a very ill-turn, and I trust therefore that there is no good ground for the popular suspicion that the new Colonial Secretary will be an outsider. My advice to the Colonial Office is "Sit up and take notice, gentlemen."

## NOTES ON AVIATION.

[BY "METEORITE"]

The time has arrived when the Colony is about to enter upon a new phase in its means of communication, through the introduction of the aeroplane. Much interest will be shown in the developments of local aviation and it is with the view to stimulating interest in this novel means of communication that these weekly notes are penned. They do not pretend to reflect great technical knowledge of aeronautical science, but they will serve as a medium through which the public of Hongkong will be informed of aviation matters as they progress in the Colony.

That enterprising individual Capt. Ricou, the fountain head from which various schemes of public utility have sprung, to the benefit of the neighbouring Portuguese Colony, shows his business acumen in a new light by the agility with which he has got in first in the local field of aerial enterprises. Where others have held back, he dares to venture, and the dispatch with which he has carried out new schemes all in the space of a few months deserves recognition and support.

In this connection, a question arises which is of vital importance to the Far East Aerial Transport Company of which he is the leading spirit. Competition is expected as Messrs. Handley Page, the well-known aeroplane producers at Home, are contemplating entry into the local field, and for that purpose have deputed Col. Smallwood as their technical representative to investigate the possibilities which China can offer to aviation. It will not be long before the first big plane which Col. Smallwood has written for makes its flight here.

This puts me in mind of the remark which was made to me by Col. Smallwood. "The Hongkong Government will have no objection to any machines making their flight here so long as they are British machines and operated by a British Company." Coming as this statement does from one who has been in communication with the local authorities, the query arises—"What of the Far East Aerial Transport Company?" Their guiding spirit is Capt. Ricou who is, as is known, a Frenchman. The machines he has ordered for his Company are of American manufacture and the aviators, of American nationality. In view of this, can it be said that preference should be shown for the Far East Aviation Co. over the Company about to be floated by Messrs. Handley Page? I cannot say, but time will show.

A significant fact is that negotiations have been entered into by Capt. Ricou with Col. Smallwood with the view to an amalgamation of the two schemes, but the result was a failure, I hear. I can quite understand the reasons which lie behind the refusal, but the set back will not have any effect on the decision which Capt. Ricou has formed of proceeding with his own scheme.

Already affairs with the Far East Aviation Company are assuming a more practical form with the arrival in the Colony to-day of eighteen American aviators whom Capt. Ricou has enlisted for his concern. This new development will hasten the day when the inhabitants of this Colony will have their initial trips through the air.

I await with interest the promulgation by the Peking Government of the Aerial Convention which will bring China into line with the European nations which have adopted it. This would open China to aerial intercourse and, incidentally, give a considerable impetus to the local scheme.

And what of Hongkong? The refusal of the military authorities to permit an exhibition flight over the island by Aviator Robert Johnson on account of the defences, is the airing of a skeleton which should have been buried in the deepest recesses of its closet and kept there. The world's ideas of land defences are now experiencing a revolution on account of the "plane", and some

## TO-DAY'S MISCELLANY.

Mr. Churchill's announcement that it is not proposed to disband three of our seven regiments of Dragoon Guards will be a welcome one, not only to cavalrymen, but to all those who like to see in the Army corps which are not only distinguished as regards service, but have special points of interest attached to them. The 7th have the distinction of being the only regiment in the British Army to possess black facings, and are known in consequence as the "Black Horse," or the "Coffin Boys." Had the 5th been done away with it would have meant that King Albert of Belgium would have ceased to be an officer in the British Army, for he has been colonel-in-chief of the regiment since 1915.

English people first took Scott to their hearts with "Ivanhoe." The Scottish novels had bothered them a good deal with a dialect they did not understand and with descriptions of scenery in which they had not learned to be interested. It seems strange, as one reads the narrative of love and adventure, that all the familiar personages—Wilfred, Cedric, Rebecca, the Black Knight, Robin Hood, and Friar Tuck—were all bodied forth by the writer amid pangs of physical anguish. The larger part of the book was dictated to William Laidlaw, who besought his friend in vain to take an interval of rest. "Nay, Willie," was Sir Walter's response, "only see that the doors are fast. I would fain keep all the cry as well as all the wool to ourselves. But as to giving over work, that can only be when I am in woolen." Scholars and critics have done their worst with "Ivanhoe." Andrew Lang's verdict may be the final one: "As at Abbotsford, Scott liked an air of antiquity combined with every modern comfort."

James Berry, like his successor in the post of public hangman, thought himself inadequately paid. In his autobiography Berry suggests that the Home Office should pay the hangman a fixed salary of £350 a year. He would have much preferred this to the fee of £10 for an execution. It would bring him a larger income, for he reckoned on an average of only twenty executions in a year, and, moreover, the hangman would be spared the distasteful task of "perusing newspaper reports in the hope that a fellow-creature may be condemned to death." Berry points regretfully to the remuneration of his French confrere, M. Antoine Deblair—£560 a year, with a similar amount to divide among his four assistants. Sanson, the first executioner to manage a guillotine, was originally paid £1,520 a year, but when executioners were appointed in each department this was reduced to £800. Before the Revolution the legal tariff in France was 25s. for a beheading, 16s. 8d. for a burning at the stake, and the same amount for a hanging, with allowances for the erection of a scaffold or the provision of fuel.

new method will have to be thought out by strategists. That being so, what harm could result from giving the required permission to Mr. Johnson? If it is a case of "My father says it is not right to do this" then let the military authorities here communicate and receive fresh orders from London.

What will be the "pidgin" of the local Aero Club, established by the Aerial Derby Commission? Talking with Major Gidden recently, I was informed that the present object of the club is to maintain interest in aviation matters and prepare a landing place, if one should be needed, for the competitors in the Derby. The hope is expressed that before long it will assume the character of an automobile club when members will have their own private planes as they have their own motor cars or cycles. This is not outside the bounds of practicability. Aeroplanes are comparatively cheap, and a "dicky" type I saw illustrated in the Telegraph recently, which accommodates one person, should in course of time become quite popular here.



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## WATCHMAN ASLEEP.

CAUGHT BY POLICE SERGEANT.

In consequence of recent burglaries, the C.S.P. has adopted the novel system of deputing one European policeman to go the rounds outside the European stores at night, to see that the private watchmen do not fall asleep whilst at their work.

Scene outside Messrs. Mohideen's shop at 4.30 a.m. on the 21st, two days following the burglary.

Their Indian watchman was found asleep in his chair when Lance Sergeant 150 Andrews strode along.

"Heh!" greeted Sergt. Andrews.

No reply, except a series of loud snores.

Sergt. Andrews struck a match and discovered that the Indian was peacefully snoozing in the chair.

A kick delivered by Sergt. Andrews on the chair woke up the watchman, who blinked sleepily. "You are charged with being asleep whilst on duty," said the Sergeant.

Indian Watchman: "Cando."

The charge was brought before Mr. N. L. Smith at the Police Court to-day. The guilt of the watchman was proved and he was fined \$5.

## THE VOLUNTEERS.

ENROLMENTS TO DATE.

Capt. Stewart, Adjutant of the Hongkong Volunteer Corps, writes as follows: I am directed by Major Wakeman to forward the following information for publication in your paper:—

1. Total number of applications for enrolment in the volunteer force received to date ..... 156

2. Number of these applicants who were members of the Hongkong Defence Corps on 23rd December, 1919 ..... 115

Number of other applicants who were members of the Hongkong Volunteer Reserve or Hongkong Defence Corps, prior to leaving Hongkong for active service ..... 17

Number of applicants who were not members of the Hongkong Volunteer Corps, Hongkong Volunteer Reserve or Hongkong Defence Corps. .... 24

3. Number of applicants over 40 years of age ..... 44

Hongkong, 1st. March 1920.

## GET-RICH-QUICK LOAN.

GERMAN STATE FINANCE PROPAGANDA.

Erzberger's daring and morally dubious huge premium bond lottery loan has proved something of a failure, says a Berlin correspondent. Instead of raising five milliards of marks it yielded only 3.8 milliards. As 50 per cent is payable in money and the other half in 5 per cent war loan accepted at par, the Government obtains less than two milliards of marks to relieve the grievous position of the Reichbank and the national finances. The curious feature is that contributions to the extent of 79 per cent came from poor people investing in one or two shares. Big and middle capital held aloof.

The failure will hurt not only the lottery bond idea but Erzberger's prestige, and it may shake the Government Coalition. The lottery was the biggest thing of the kind every attempted, tempting investors with a chance of becoming immediate millionaires by the expenditure of a few marks. Various excuses are put forward, example, the breakdown of the railway and communications, the fall of the foreign rate of exchange, the political unrest caused by the proceedings of the Reichstag Committee investigating war origins and the exacerbation of party differences.

Forward's denounces the immorality and waste of the loan propaganda campaign, with millions of pamphlets entitled "How to Become a Millionaire," and asks fan inquiry into what it frankly calls a scandal. The big Liberal papers characteristically attribute the failure to panic and despair caused by Erzberger's projected capital levy and heavy income taxes, and already there are signs that the Democrats, representing as they do employing and capitalist interests opposed to Erzberger's taxes, intend to use the occasion for a grand attack. There is little doubt that the lottery loan had no appeal to the usual lending public and had only a modified success with the poor and ignorant, thanks to the highly questionable methods of advertisement.

In the Prussian Assembly recently Friedberg, the Democrat leader, delivered a violent attack on the Minister of Finance, who, he said, had encountered a rebuff in his lottery loan of so unmistakable a kind that "with any other Minister in his position it would lead to withdrawal of the shadow of private life." Quite apart from the demerits of this loan scheme, signs multiply of a rift in the Government block owing to the resistance of the bourgeois Democrats to drastic finance and drastic industrial reform.

## Y. M. C. A.

## NATIONAL CONVENTION AT TIENTSIN.

What is expected to be the largest and most important convention of the Y.M.C.A. of China ever held is to meet in Tientsin from April 1st to 6th. The occasion will be a celebration of the 20th anniversary of the founding of the Y.M.C.A. in China.

Tientsin, where this convention is to meet, is also the city in which the first Y.M.C.A. work began in China. The pioneer secretary, Mr. D. Willard Lyon, arrived in Tientsin in 1895. Early in 1898 two more secretaries were added, Mr. Robert Gailey, now of Peking, and Mr. Robert Lewis, formerly of Shanghai and now general secretary of the Y.M.C.A. in Cleveland, U.S.A.

Mr. F. S. Brockman, a recent visitor in Hongkong, also came to China the latter part of that year. Delegates to this convention are expected from every province having Young Men's Christian Associations. There are now 29 city associations and 130 student associations, the total membership being more than 40,000. Over 800 delegates are expected from 16 provinces. Special travelling rates are being secured by the convention authorities.

Ex-president Li Yuan Hung, who as a private citizen and as president of the country has always been sympathetic towards the Y.M.C.A., will welcome the delegates in person at the convention headquarters. He is also to give an opening address at the first meeting of the convention. Since his retirement from political life President Li has spent most of his time in Tientsin. He is a sustaining member of the Tientsin Y.M.C.A. and has spoken from the Association platform a number of times.

Invitations have been extended to many of the prominent men of China, and the following are expected to participate in the convention:—Hon. C. T. Wang; Hon. C. D. Tenny, acting United States Minister to China; Mr. Chang Po Ling, President of Nankai College, Tientsin; Hon. C. C. Wang, Chinese representative of the Chinese Eastern Railway of Siberia; Mr. T. C. Yen, Managing Director of the Canton-Hankow Railway, Changsha Division; Mr. P. W. Kwo, President of the Nanking Normal Training School; Mr. C. C. Nieh; Rt. Rev. L. H. Roots, Bishop of Hankow.

Among the visiting delegates expected from other countries is Mr. K. T. Paul. Mr. Paul is an Indian who has received the highest educational training it is possible for the British Government in India to give. Mr. Paul is the National Secretary of the Y. M. C. A. of India.

This convention will be one of the most notable gatherings of the leaders of young men in the Orient. The theme of the convention will be "China of To-morrow." Further accounts of the coming convention will appear in this paper from time to time.

## BRITISH TOWNS' CLAIM AGAINST GERMANY.

Margate, Ramsgate, and other sea coast towns are claiming, through the Government, compensation from Germany to the extent of £300,000 for damage done in the air raids and the losses suffered by boarding-house keepers and fishermen.

## WHEN FEVERISH OR IN PAIN THERE IS PROMPT HELP AND COMFORT FOR LITTLE ONES IN BABY'S OWN TABLETS.

The health of babies and young children is subject to rapid changes, and careful mothers should not delay at the first sign of feverishness with chills or flushes. There is warning in a hot dry skin, thirst, quick breathing and a plaintive cry; at such a time a prompt dose of Baby's Own Tablets, the children's friend, will often avert a serious illness. Mrs. M. D. Matheson, of 42 Dufferine Street, Montreal, says: "My little boy, 5 years old, was threatened with fever. I gave him Baby's Own Tablets at night and in the morning he was better. I shall always use Baby's Own Tablets for my little ones, and I find they take them without trouble."

Baby's Own Tablets, the Canadian children's remedy, are guaranteed to be equally helpful and harmless to the youngest infant as to the child of 6 years or more. They are recommended for simple fever, colds, indigestion, constipation, colic, diarrhoea, disturbed sleep, eczema, teething troubles and worms. Obtainable from druggists, also post free at 60 cents the vial, from Dr. W. L. Williams' Medicine Co. 96 Szechuen Road, Shanghai.

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## NOTICES.

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3. IT IS LIGHT AND COMFORTABLE TO WEAR AND DOES NOT IRRITATE THE MOST SENSITIVE SKIN.
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Wm. **Powell** Ltd.  
TELEPHONE 346

FOR THE

## TENNIS SEASON.

We have just received for the coming season a well assorted stock of

SHIRTS IN TAFFETA, FLANNEL, CELLULAR AND MATT.

SWEATERS IN ALL SHAPES.

BELTS, SHOES, SOCKS etc.

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\$12.00 TO \$16.00

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## SPARKLING REDBURGUNDY

(Cresta Blanca)

## SPARKLING MOSELLE

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MARINE ENGINES



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(COMPANIES incorporated in ENGLAND)  
TO  
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,  
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,  
AUSTRALASIA, INCLUDING NEW ZEALAND  
& QUEENSLAND PORTS, RED SEA,  
EGYPT, EUROPE, ETC.

| S.S.      | Tons  | From Hongkong (about) | Destination                 |
|-----------|-------|-----------------------|-----------------------------|
| ITOLA     | 5,200 | 4th Mar.              | Colombo & Bombay.           |
| DUNERA    | 5,400 | 14th Mar.             | Spore, C'bo & Bombay.       |
| * KASHMIR | 9,000 | 8 Mar. 10 a.m.        | Marseilles, L'don via C'bo. |

| S.S.   | Tons  | From Hongkong (about) | Destination                               |
|--------|-------|-----------------------|-------------------------------------------|
| TAKADA | 7,000 | 5th Mar.              | Calcutta via Singapore, Penang & Rangoon. |

| S.S.       | Tons  | From Hongkong (about) | Destination                                                             |
|------------|-------|-----------------------|-------------------------------------------------------------------------|
| ST. ALBANS | 4,500 | 30th Apr.             | Sandakan, Thursday Is. Cairns, Townsville, Brisbane, Sydney & Melbourne |

| S.S.   | Tons  | From Hongkong (about) | Destination |
|--------|-------|-----------------------|-------------|
| DUNERA | 5,400 | 3 Mar. d'light.       | Shanghai.   |
| KHIVA  | 9,000 | 11th Mar.             | Shanghai.   |

\* Transfer passengers at Colombo to "MANTUA."  
**WIRELESS ON ALL STEAMERS.**  
Parcels Measuring not more than 14ft. X 2 X 1 will be received at the Company's Office up to noon on the day previous to sailing.  
For Passage Rates, Handbooks, Freights, etc., apply to  
**MACKINNON, MACKENZIE & CO.,**  
22, Des Voeux Road Central. Agents.

## CPLOS

## SAILINGS

## HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (\*Mojji) Kobe &amp; Yokohama)

## STEAMERS. HONGKONG, VANCOUVER.

| Steamer           | Mar.  | 11 | Mer.  | 29 |
|-------------------|-------|----|-------|----|
| Empress of Russia | Mar.  | 23 | Apr.  | 17 |
| Monteagle         | Mar.  | 29 | Apr.  | 19 |
| Empress of Japan  | Mar.  | 29 | Apr.  | 19 |
| Empress of Asia   | Apr.  | 8  | Apr.  | 26 |
| Empress of Russia | May   | 6  | May   | 24 |
| Empress of Japan  | May   | 26 | June  | 16 |
| Empress of Asia   | June  | 3  | June  | 21 |
| Monteagle         | June  | 4  | June  | 28 |
| Empress of Russia | July  | 1  | July  | 19 |
| Empress of Japan  | July  | 20 | Aug.  | 10 |
| Empress of Asia   | July  | 29 | Aug.  | 16 |
| Monteagle         | Aug.  | 5  | Aug.  | 29 |
| Empress of Russia | Aug.  | 26 | Sept. | 13 |
| Empress of Japan  | Sept. | 14 | Oct.  | 5  |
| Empress of Asia   | Sept. | 23 | Oct.  | 11 |

Passage Rates Hongkong to United Kingdom:  
Empress of Russia 16,000 Tons Reg. Gold 1,553 00  
Empress of Japan 16,000 Tons Reg. Gold 1,553 00  
Empress of Asia 16,000 Tons Reg. Gold 1,553 00  
Passes and sailings subject to change without notice.

For Rates and other information please apply to  
**HONGKONG OFFICE.**  
Telephone 721. Cable address "CANPAC."

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## SHIPPING.

## N. Y. K.

## NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.  
SEATTLE & VICTORIA via Shanghai & Japan ports.  
Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.  
FUSHIMI MARU ... Wednesday, 17th Mar. at 11 a.m.  
TAJIMA MARU (Cargo only) ... Sunday, 21st Mar.  
KATORI MARU ... Tuesday, 13th Apr. at 11 a.m.  
\* Calling Manila.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.  
ATSUTA MARU ... Saturday, 6th Mar. at noon.  
SHIDZUKA MARU ... Friday, 19th Mar. at noon.  
HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

DAKAR MARU ... End of April.  
TSUYAMA MARU ... End of April.  
LIVERPOOL & MARSEILLES via S'pore, C'bo, Suez & Port Said.  
CALCUTTA MARU ... Thursday, 18th March.  
TOBA MARU ... Beginning of April.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.  
TANGO MARU ... Wednesday, 24th Mar. at 11 a.m.  
NIKKO MARU ... Wednesday, 21st Apr. at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.  
TOTTORI MARU ... Saturday, 13th March.  
GENOA MARU ... Beginning of April.

SOUTH AMERICAN PORTS via Cape.  
HAKATA MARU ... Wednesday, 3rd March.  
TOSA MARU ... End of March.

BOMBAY & COLOMBO via Singapore.  
SHINYO MARU ... Middle of March.  
CALCUTTA & RANGOON via Singapore & Penang.

CEYLON MARU ... Wednesday, 3rd March.  
HAKODATE MARU ... Tuesday, 23rd March.  
JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Wednesday, 24th Mar. at 11 a.m.  
AKI MARU ... Saturday, 17th Apr. at 11 a.m.  
SHANGHAI, KOBE & YOKOHAMA.

SAIKAI MARU (Kobe only) Thursday, 4th March.  
RANGON MARU ... Wednesday, 3rd March.  
WAKAMATSU MARU (Kobe only) Thursday, 4th March.

TAIAN MARU ... Thursday, 4th March.  
YOKOHAMA MARU ... Friday, 5th Mar. at 11 a.m.  
For further information apply to—**NIPPON YUSEN KAISHA.**  
Telephone Nos. 292 & 293. S. YASUDA, Manager.

## TOYO KISEN KAISHA.

## SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN &amp; HONOLULU.

## FAST AND LUXURIOUS MAIL STEAMERS.

| Steamer      | Tons   | Leave Hongkong |
|--------------|--------|----------------|
| TENYO MARU   | 22,000 | 11th Mar.      |
| SHINYO MARU  | 22,000 | 1st April      |
| SIBERIA MARU | 20,000 | 1st April      |
| PERIA MARU   | 9,000  | 15th April     |
| KOREA MARU   | 20,000 | 3rd May        |

\* Calling call at Shanghai.  
**SOUTH AMERICAN LINE.**

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA AND IQUIQUE.

HENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES, Steamers.  
KIYO MARU ... 17,500 Tons. Leave Hongkong, 12th July.

\* Passes are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the West Coast Steamship Co.  
Passengers may travel by rail between ports of call in Japan free of charge.  
For full information as to rates, sailings, etc., apply to  
Telephone Nos. 2374 & 2375. T. DAICO, Manager. KING'S BUILDING.

## CHINA MAIL S.S. CO. LTD.

## FREIGHT AND PASSENGERS

"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 10,000 tons.

## SAILINGS FROM HONGKONG FOR

## SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS &amp; HONOLULU.

"NANKING" "NILE" "CHINA"

Mar. 23rd, 1920. Mar. 6th, 1920.

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## TO UNITED KINGDOM AND CONTINENT.

For London & Rotterdam "SWAZI" Sailing 15th March.  
For particulars of sailings shippers are requested to approach the undersigned.  
Subject to change without notice.

or to REISS & Co. Canton  
Hongkong, 3rd Feb. 1920.  
**THE BANK LINE, LTD.,**  
General Agents.

## FOR NEW YORK.

## PRINCE LINE FAR EAST SERVICE.

\* "GOTHIC PRINCE" VIA PANAMA 15th March.  
\* "CAELIC PRINCE" VIA SUEZ 6th April.  
\* "TUSCAN PRINCE" VIA SUEZ 1st half May.  
\* "PERSIAN PRINCE" VIA PANAMA 2nd half May.  
\* Calling at HAVANA.  
Steamers proceed VIA PANAMA OR SUEZ CANAL at Owners option.  
For freight and further particulars, apply to  
**SHEWAN TOMES & CO.**  
Agents.

## SHIPPING NEWS.

## NAMES FOR NEW CUNARD SHIPS.

The Cunard Company have decided to retain the names of famous ships of their line in christening the 12 big passenger vessels now under construction for them. There are now building four ships of the 6000 ft. class—namely, the Franconia, Laconia, Scythia, and Samaria. The Franconia and Laconia were 18,000 ton vessels employed in the Boston service. The Franconia was sunk in the Mediterranean in October, 1916, while carrying as an armed cruiser on the East African coast, resumed her place in the Cunard service and was sunk by torpedo in February, 1917. The Scythia belonged to an earlier era. She was a vessel of 4,500 tons, and was constructed in 1875. The Samaria was a vessel of 2,300 tons and was built as long ago as 1868. There is only one vessel of the 5500 ft. class—namely, the Tiburnia—a name which appears for the first time amongst the company's ships. The 3200 ft. class comprise seven vessels—namely, Alania, Andania, Aurania, Ausonia, Ascania, Albania, and Antonia, the last name also appearing for the first time. The Alania was sunk in October, 1916, near the Royal Sovereign light vessel while employed in troop service. The Andania was sunk with the loss of seven lives in January, 1918, off the north of Ireland when acting as transport. The Ausonia was torpedoed twice, first in June, 1917, off the south of Ireland, when she was towed into Queenstown, and secondly, in May, 1918, when she was sunk 600 miles from land. The survivors, 149 in number, were picked up by destroyers. The Aurania was engaged both as prison ship and transport. The Aurania was torpedoed off Londonderry in January, 1918, and eventually drifted ashore off the Scottish coast, becoming a total wreck. The Albania was sold by the company before the war.

## GIANT OIL LINER.

The Great Tyneside shipyards of Sir W. G. Armstrong, Whitworth and Co., Ltd., are now undertaking a very extensive amount of mercantile construction. In addition to other work, they are carrying out one of the most extensive re-conditioning contracts ever undertaken by a shipbuilding firm. This contract is for the complete overhauling and refitting of the giant quadruple screw Cunarder Aquitania, after her four years of strenuous war service. This vessel—the largest which has ever entered the Tyne—is now safely berthed at the fitting-out quay of the Armstrong yard, where she will remain until completed. An important feature of the work to be carried out is the equipment of the vessel for the burning of oil fuel. The advantages of this system for passenger and cargo vessels are nowadays being widely recognised, and in the present instance great economies will be effected. A reduction of over 300 hands will become possible, and this together with the abolition of coal bunkers, will greatly increase the available carrying capacity of the vessel. As an indication of the magnitude of this undertaking, it is interesting to review the details and dimension of the Aquitania, which was taken over from the builders by the Cunard Company in 1914. Length overall, 902 ft.; breadth, 97 ft.; depth to shelter deck, 64 ft.; draft (corresponding), 34 ft.; gross tonnage (approximate) 46,150 tons; displacement, 49,430 tons; weight of hull (approximate), 29,150 tons; weight of machinery (approximate), 9,000 tons; total deadweight, 11,280 tons; horsepower, 56,000; estimated speed, 23 1/2 knots; total accommodation, 4,230 passengers and crew. Although not of the world's greatest vessels, the Aquitania in no way taxes the capacity of the Armstrong yard, the larger berths of which are designed to accommodate vessels of greater dimensions than any ocean greyhound yet projected. Great efforts were put forward by these yards during the war, and it is interesting to recall that at one time no less than four large and powerful vessels were laid down at one time on a single berth, and that not the largest, while on another occasion six large submarines were in course of construction, also on a single berth. While still fully equipped for the building of war vessels, the Armstrong, Whitworth yards have been thoroughly reorganised with a view to the rapid construction of merchant vessels, which are so urgently needed to repair the wastage of the war throughout the world.

## SHIPPING.

## INDO CHINA STEAM NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

| Destination        | Steamer     | Sailing                      |
|--------------------|-------------|------------------------------|
| KOBE               | Laisang     | Thurs., 4th Mar. at 5 p.m.   |
| SHANGHAI           | Kwongsang   | Thurs., 4th Mar. at d'light. |
| HAIPHONG           | Taksang     | Fri., 5th Mar. at 8 a.m.     |
| MANILA             | Loongsang   | Fri., 5th Mar. at 3 p.m.     |
| STRAITS & Calcutta | Yatsing     | Fri., 5th Mar. at 3 p.m.     |
| TIENTSIN           | Cheongshing | Sun., 14th Mar. at d'light.  |
| SANDAKAN           | Hinsang     | Sat., 27th Mar. at noon.     |

CALCUTTA LINE.—This line now affords regular sailings to Calcutta, Penang and Singapore returning from Calcutta steamers proceed via Straits and Hongkong to Japan, Oceania & Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and have a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly of passenger and cargo, calling at both ports.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer, having up to date accommodation for passengers.

Cargo taken to through Bills of lading for Kuantan, Jesselton, Labuan, Tawau and Labud Daru.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin calling at Weihaiwei and Chefoo.

## CALCUTTA LINE.

S.S. "YATSHING" will be despatched on or about 5th March for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM and MADRAS.

For Freight or Passage apply to

**JARDINE MATHESON & CO., LTD.**

General Managers.

Telephone No. 215.

## C. N. C.

## CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

| For                 | Steamers | To Sail             |
|---------------------|----------|---------------------|
| SWATOW & SHANGHAI   | Wuhu     | 3rd Mar. at 11 a.m. |
| TIENTSIN            | Huichow  | 3rd Mar. at 3 p.m.  |
| SHANGHAI            | Sinkiang | 4th Mar. at noon.   |
| SHANGHAI & TSINGTAO | Chenan   | 6th Mar. at 4 p.m.  |
| AMOY, SHAI & PUKOW  | Sulyang  | 9th Mar. at 4 p.m.  |

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to

**BUTTERFIELD & SWIRE.**

Agents.

Telephone No. 36.

Hongkong Mar. 2, 1920.

## DOUGLAS STEAMSHIP CO., LD.

## HONGKONG &amp; SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.  
FOR SWATOW, AMOY AND FOCHOW AND RETURN.  
(Occupying 9 to 10 days.)

| Steamships. | Captain        | Leaving.                  |
|-------------|----------------|---------------------------|
| Haichong    | W. C. Passmore | FRI., 5th Mar. at 1 p.m.  |
| Haiching    | A. H. Stewart  | TUES., 9th Mar. at 1 p.m. |

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

**Douglas Lapraik & Co.,**  
General Managers.

## For NEW ORLEANS.

## THE U. S. SHIPPING BOARD

## S.S. "ASKAWAKE"

ABOUT MIDDLE MARCH, 1920.

For freight space and particulars apply to—

## THE ADMIRAL LINE

AGENTS.

TELEPHONE 2477 & 2478.

5TH FLOOR Hotel Mansions.

## STRUTHERS &amp; DIXON, INC.

OFFICES: San Francisco and Seattle, U.S.A., Shanghai, China, Manila, P.I., Kobe, Japan and Hongkong.  
Operating the following Far Eastern services for account of the United States Shipping Board.

U.S.A. PACIFIC COAST, JAPAN, CHINA AND PHILIPPINES.

For Seattle & Vancouver. For San Francisco.  
"WEST JENA" 1st Mar. "WEST JENA" 1st Mar.  
"WEST JESSUP" 2nd half Mar. "COLORADO SPRINGS" 17th Mar.  
"WEST CACTUS" 29th Mar.

ALSO  
Co-mopolitan Shipping Co., New York.  
Green Star Line, New York.  
Operating Baltimore via Panama service, to the Far East.  
Arrivals and sailings to be announced later.  
Through rates quoted and through B/Ls issued to all overland points in U.S. and Canada.

HONGKONG OFFICE: 1st FLOOR, POWELL'S BUILDING.

## AMERICAN EXPRESS COMPANY.

## BANKERS AND FORWARDERS.

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CAPITAL AND SURPLUS—U. S. \$25,000,000.00.

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General Banking and Foreign Exchange.  
We maintain Foreign Trade and Travel Bureaus.  
American Business a Speciality.



## SHIPPING.

## O. S. K.

## OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.  
LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"ANDES MARU" (Call Marseilles) Middle of April.  
"CELEBES MARU" (Call Marseilles) Middle of April.  
GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"CANADA MARU" ... Saturday, 6th March.  
"TACOMA MARU" ... Middle of April.  
"JACOMA MARU" ... End of April.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.  
"SAIGON MARU" ... Sunday, 7th March.  
"GANGES MARU" ... Middle of April.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"MADRAS MARU" ... Tuesday, 9th March.  
SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.  
"SHISEN MARU" ... Friday, 5th March.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"AFRICA MARU" ... Wednesday, 3rd March.  
"ARABIA MARU" ... Tuesday, 6th April.

KEELUNG via SWATON & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"AMAKUSA MARU" ... Tuesday, 2nd March.  
TAKAO via SWATON & AMOY.

"SOSHU MARU" ... Thursday, 11th March.  
JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

For sailing dates and further particulars please apply to—  
Y. YASUDA, Manager.

Tel. No. 744 and 745

No. 1, Queen's Building.

## AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.  
SAILING (SUBJECT TO ALTERATION).

| Steamer. | Arrives Hongkong from Australia | Leaves Hongkong for Australia. |
|----------|---------------------------------|--------------------------------|
| CHANGSHA |                                 |                                |

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc, and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield &amp; Swire.

Telephone No. 38.

Agents.

## FOR NEW YORK &amp; BOSTON.

THE U. S. SHIPPING BOARD.

## S.S. "SAGAPORACK"

ABOUT MARCH 3RD.  
Via PANAMA.

## S.S. "WESTERN CROSS"

ABOUT MARCH 31ST.  
Via PANAMA.

## S.S. "HATCHIE"

ABOUT APRIL 5TH.  
Via PANAMA.

## S.S. "WEST WIND"

ABOUT APRIL 17TH.  
Via PANAMA.

For freight space and particulars apply to:—

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Telephones 2477 &amp; 2478

AGENTS.

5th floor Hotel Mansions.

## PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS  
"ECUADOR," "VENEZUELA" & "COLOMBIA"  
HONGKONG TO SAN FRANCISCO  
Via Shanghai, Kobe, Yokohama & Honolulu.

## THE SUNSHINE BELT

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.  
SAILINGS FROM HONGKONG AT NOON.

S.S. "ECUADOR" ... Wednesday, Mar. 24th.

Also The following U. S. Shipping Board vessels

S.S. "ARCHER" ... March 20th, for San Francisco via Shanghai, Yokohama and Honolulu.

S.S. "WEST MINGO" ... Late March, for San Francisco, via Shanghai, Yokohama and Honolulu.

S.S. "WEST EQUANA" ... Late March for San Francisco, via Shanghai, Yokohama and Honolulu.

S.S. "WEST KASSON" ... Late April, for Baltimore, via Suez and usual Ports of call.

## HONGKONG-CALCUTTA SERVICE.

S.S. "LAKE GILPEN" ... Wednesday Mar. 6th for Madras via Saigon, Singapore, Port Swettenham, Penang, Rangoon and Calcutta.

S.S. "LAKE JATANO" ... Saturday March 4th for Madras, via Singapore, Port Swettenham, Penang, Rangoon and Calcutta.

Cargo accepted on through bills of lading to Baltimore, Havana, Central and South American ports

For further information apply to—

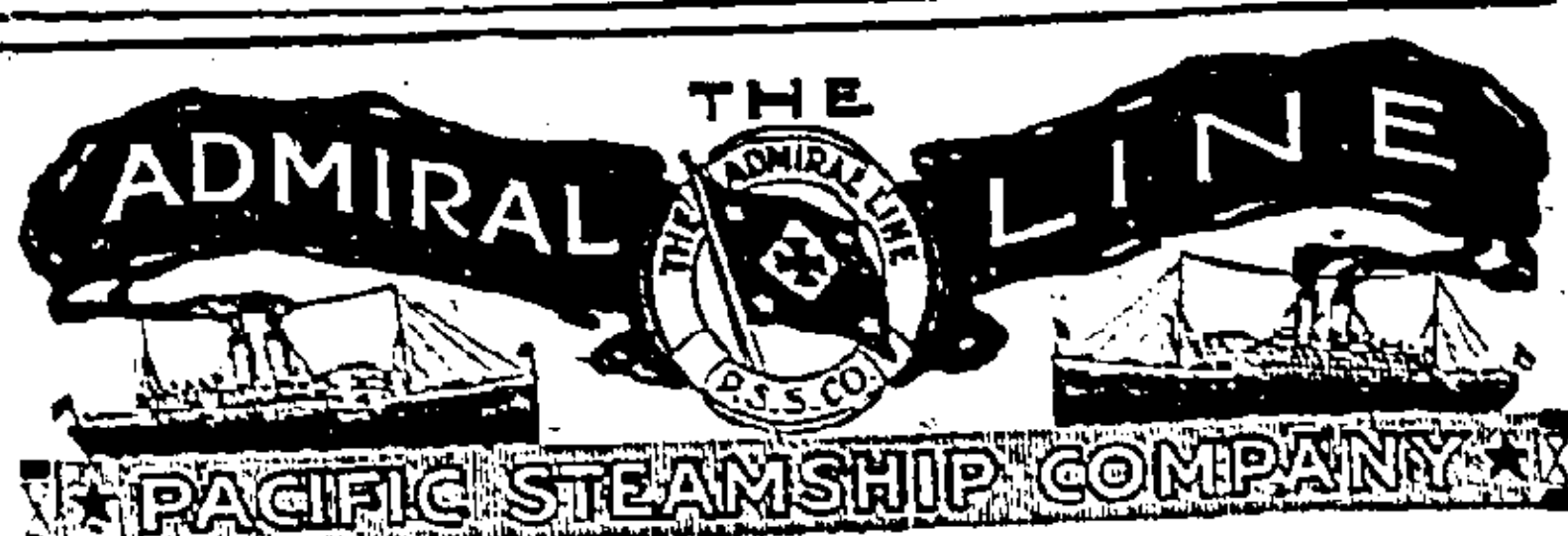
PACIFIC MAIL S.S. CO.

Hotel Mansions,

TELEPHONE 141.

Cable Address "SOLANO."

## SHIPPING.



## TRANS-PACIFIC FREIGHT SERVICE.

Operates the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.  
(Calling at Shanghai and Kobe.)

"ELKTON" ... About Mar. 17  
"KIDICOTT" ... Mar. 22  
"ELDRIDGE" ... Apr. 3  
"WEST HARTLAND" ... About Apr. 15  
"CITY OF SPOKANE" ... Apr. 28

## For PORTLAND direct.

(Calling at Shanghai and Kobe.)  
"ABERDEEN" ... About March 7th  
"PAWLETT" ... March 24th  
"WIBAN" ... April 23rd  
"COAXE" ... May 14th

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO

## THE ADMIRAL LINE

Telephone 2477 &amp; 2478

5th Floor, Hotel Mansions

## THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

## VANCOUVER

STEAMER "HAROLD DOLLAR" ... SAILING DATE.  
21st March.

## FOR NEW YORK VIA PANAMA.

"MELVILLE DOLLAR" ... 8th March.

Through Bills of Lading issued to all parts of United States or Canada.  
Movements subject to change without notice.

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## THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING  
THIRD FLOOR

TEL. 795.

792.

## SAN FRANCISCO DIRECT.

U.S.S.B.

## "WEST HARTS"

March 6th, 1920

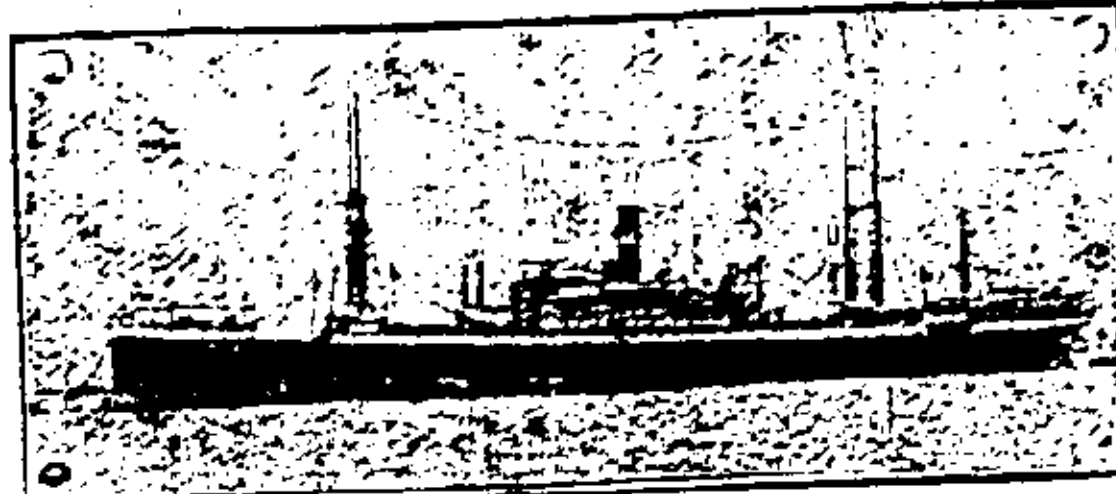
## THE ROBERT DOLLAR CO.,

Tel. 795 &amp; 792

Gen. P. O. Bldg.

3rd Floor.

## JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between  
JAVA, CHINA and JAPAN.

| Steamer    | From  | Expected on or about | Will leave on or about | For      |
|------------|-------|----------------------|------------------------|----------|
| Tjikini    | Japan | in port              | 8th Mar.               | Java     |
| Tjileboet  | Java  | in port              | 6th Mar.               | Saigon   |
| Tjitaroem  | Java  | 3rd Mar.             | 9th Mar.               | Shanghai |
| Tjimanoeck | Java  | 2nd Mar.             | 8th Mar.               | Japan    |

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

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## JAVA PACIFIC LIJN.

Next Sailing for SAN FRANCISCO.

## S.S. "BONDOWOSO"

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Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

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## STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

VIA PANAMA CANAL.

## "MUNCASTER CASTLE"

Sailing on or about March 23rd.

## LLOYD TRIESTINO.

BRINDISI, VENICE &amp; TRIESTE.

## S.S. "PILSNA"

Sailing on or about March 29th.

## S.S. "PERSIA"

Sailing on or about March 3rd.

## NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG &amp; JAVA.

For Japan, S.S. "RIOJUN MARU"

Sailing on or about March 21st.

## OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific, also to Australia, Europe, etc.

## NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African ports, with transshipment at Calcutta, in conjunction with the Indo-China S.N. Co. Ltd., and Apar Lines.

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## AMERICAN &amp; MANCHURIAN LINE

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Sailings from Hongkong.

"ANTILCHUS" ... via Suez ... 1st March.  
"CHARLTON HALL" ... via Panama ... 20th March.  
"JASON" ... via Suez ... 10th April.

\* Calls Cuba.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD &amp; SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG &amp; CANTON REISS &amp; CO. CANTON.

## VESSELS LOADING.

EUROPE, U.S.A., ETC.

|               |              |         |
|---------------|--------------|---------|
| Africa M.     | O. S. K.     | Mar. 3  |
| Hakata M.     | N. Y. K.     | Mar. 3  |
| Sagapora M.   | A. L.        | Mar. 3  |
| Atsuta M.     | N. Y. K.     | Mar. 6  |
| Canada M.     | O. S. K.     | Mar. 6  |
| Nile          | C. M. Co.    | Mar. 6  |
| Abercrombie   | A. L.        | Mar. 7  |
| Van Waerwyck  | J. C. J. L.  | Mar. 8  |
| Melville      | D. R. D. Co. | Mar. 8  |
| Kashmir       | P. & O.      | Mar. 8  |
| Kashmir       | P. & O.      | Mar. 8  |
| Bondowoso     | J. C. J. L.  | Mar. 10 |
| Tenyo M.      | T. K. K.     | Mar. 11 |
| E. of Russia  | C. P. O. S.  | Mar. 11 |
| Changsha      | B. & S.      | Mar. 12 |
| Tottori M.    | N. Y. K.     | Mar. 13 |
| Dunera        | P. & O.      | Mar. 14 |
| Swazi         | B. L.        | Mar. 15 |
| Gothic Prince | B. & S.      | Mar. 15 |
| Fushimi M.    | N. Y. K.     | Mar. 17 |
| Elkton        | A. L.        | Mar. 17 |
| Calcutta M.   | N. Y. K.     | Mar. 18 |
| Shidzuoka M.  | N. Y. K.     | Mar. 19 |
| Charlton Hall | B. L.        | Mar. 20 |
| Harold D.     | R. D. Co.    | Mar. 21 |
| Tijma M.      | N. Y. K.     | Mar. 21 |
| Endicott      | A. L.        | Mar. 22 |
| Nanking       | C. M. Co.    | Mar. 23 |
| Monteagle     | C. P. O. S.  | Mar. 23 |
| Tango M.      | N. Y. K.     | Mar. 24 |
| E. of Japan   | C. P. O. S.  | Mar. 29 |
| Pawlett       | A. L.        | Mar. 29 |
| Western Cross | A. L.        | Mar. 31 |
| Toba          | N. Y. K.     | B. Apr. |
| Shinyo M.     | T. K. K.     | Apr. 1  |
| Siberia M.    | T. K. K.     | Apr. 1  |
| Eldridge      | A. L.        | Apr. 3  |
| Hatchie       | A. L.        | Apr. 3  |
| Arabia M.     | O. S. K.     | Apr. 6  |
| Gallo Prince  | S. T. Co.    | Apr. 6  |
| Katori M.     | N. Y. K.     | Apr. 13 |
| West Harland  | A. L.        | Apr. 15 |
| West Wind     | A. L.        | Apr. 17 |
| Waban         | A. L.        | Apr. 23 |

JAPAN, COAST PORTS, ETC.

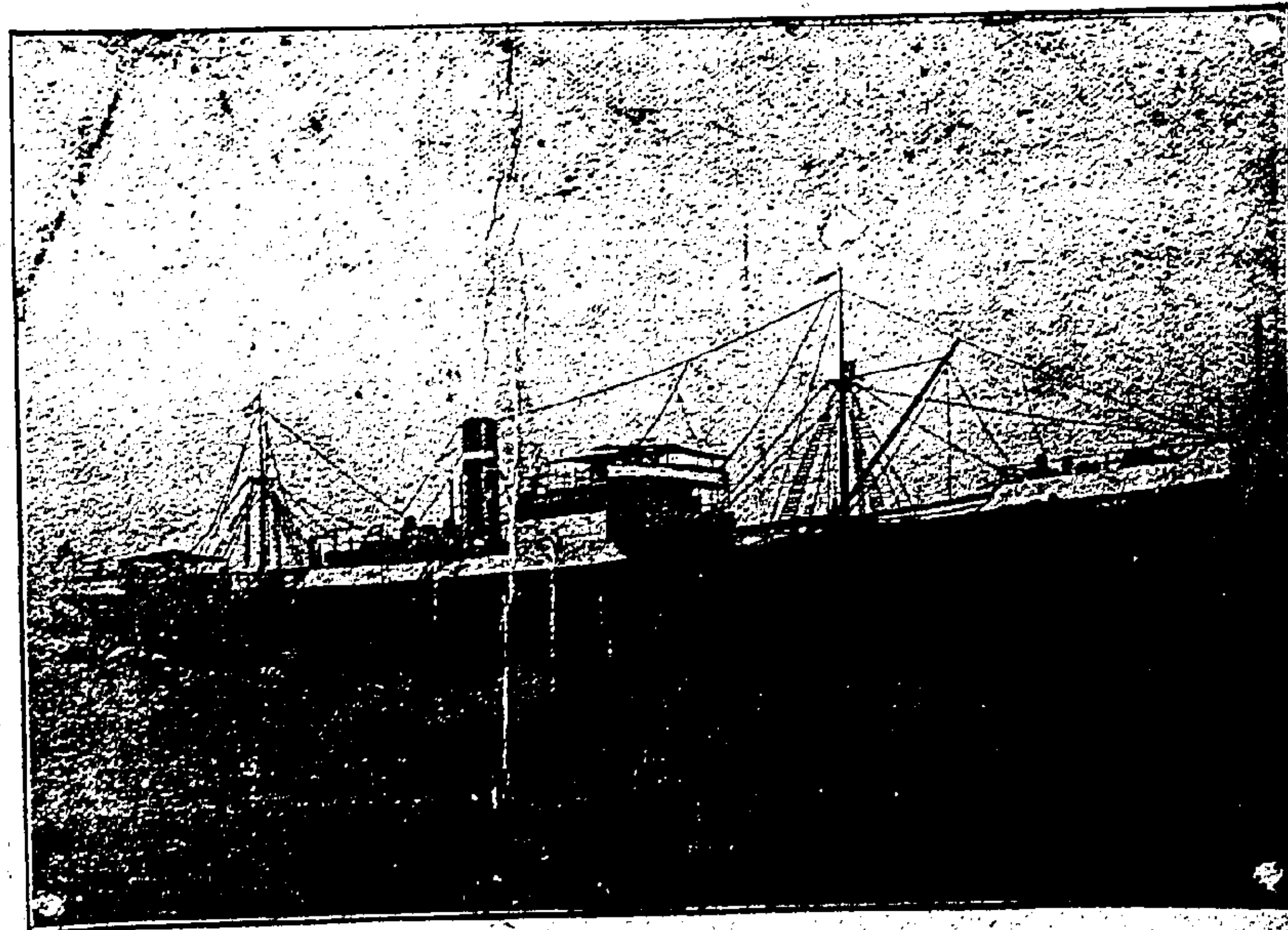
|              |             |         |
|--------------|-------------|---------|
| Chinkiang    | B. & S.     | Mar. 2  |
| Taming       | B. & S.     | Mar. 2  |
| Liangchow    | B. & S.     | Mar. 2  |
| Huichow      | B. & S.     | Mar. 3  |
| Ceylon M.    | N. Y. K.    | Mar. 3  |
| Rangoon M.   | N. Y. K.    | Mar. 3  |
| Dunera       | P. & O.     | Mar. 3  |
| Wuku         | B. & S.     | Mar. 3  |
| Wakamatsu M. | N. Y. K.    | Mar. 4  |
| Laisang      | J. M. Co.   | Mar. 4  |
| Saisen M.    | R. & O.     | Mar. 4  |
| Sinkiang     | B. & S.     | Mar. 4  |
| Saikai M.    | N. Y. K.    | Mar. 4  |
| Kwongsang    | J. M. Co.   | Mar. 4  |
| Taian M.     | N. Y. K.    | Mar. 4  |
| Yokohama M.  | N. Y. K.    | Mar. 5  |
| Kofuku M.    | O. S. K.    | Mar. 5  |
| Taksang      | J. M. Co.   | Mar. 5  |
| Haihong      | D. L. Co.   | Mar. 5  |
| Loongsang    | J. M. Co.   | Mar. 5  |
| Yatsing      | J. M. Co.   | Mar. 5  |
| Chenan       | B. & S.     | Mar. 6  |
| Tjileboet    | J. C. J. L. | Mar. 6  |
| Saigon M.    | O. S. K.    | Mar. 7  |
| Tjimanoeck   | J. C. J. L. | Mar. 8  |
| Tjikini      | J. C. J. L. | Mar. 8  |
| Haiching     | D. L. Co.   | Mar. 9  |
| Tjitaroem    | J. C. J. L. | Mar. 9  |
| Suiyang      | B. & S.     | Mar. 9  |
| Khiva        | P. & O.     | Mar. 10 |
| Cheongshing  | J. M. Co.   | Mar. 14 |
| Hakodate     | N. Y. K.    | Mar. 23 |
| Nikko M.     | N. Y. K.    | Mar. 24 |
| Pakhoi       | B. & S.     | Mar. 29 |
| Persia M.    | N. Y. K.    | Apr. 19 |
| Suwa M.      | N. Y. K.    | May. 2  |
| Kiro M.      | T. K. K.    | July 12 |
| Jason        | B. L.       | Apr. 10 |
| Katori M.    | N. Y. K.    | Apr. 13 |
| Aki M.       | N. Y. K.    | Apr. 17 |
| Nikko        | N. Y. K.    | Apr. 21 |
| Tacoma M.    | O. S. K.    | M. Apr. |
| Ganges M.    | O. S. K.    | M. Apr. |

## THE HONGKONG &amp; WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition: Engineering, First and Second Edition; Western Union and Watkins

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Iron and Brass Founders, Forge Masters, Electricians



S.S. "PIONEER" (ex "WAR BOMBER") 8,240 tons D.W.; 5,195 tons gross  
Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,  
to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.S.C. M.I.N.A., KOWLOON DOCK, HONGKONG.



## CRICKET.

## R.C.A. v CIVIL SERVICE.

The Gunners continued their victorious career in this match. The feature of the play was the winning team's rapid scoring, for it was past 5 o'clock when they went to the wickets. Davies and Oliver did especially well.

| CIVIL SERVICE.                      |    |
|-------------------------------------|----|
| G. R. Sayer, b Davies               | 0  |
| R. W. Bradbury, b Baines            | 13 |
| R. C. Wittchell, lb.w. Baines       | 46 |
| A. E. Wood, b Oliver                | 4  |
| W. H. Edmonds, c Pragnell, b Oliver | 2  |
| R. O. Hutchison, b Davies           | 13 |
| E. W. Hamilton, b Davies            | 21 |
| F. Syme Thomson, c and b Davies     | 0  |
| G. H. Piercy, b Baines              | 18 |
| A. W. Grummett, b Baines            | 14 |
| H. E. Strange, not out              | 22 |
| Extras                              | 22 |

| Total             |           |
|-------------------|-----------|
| 140               |           |
| Bowling analysis. |           |
| O. M. R. W.       |           |
| Davies            | 18 5 38 4 |
| Baines            | 21 7 54 4 |
| Oliver            | 10 1 35 2 |

| R.C.A.                             |    |
|------------------------------------|----|
| Capt. Davies, b Wood               | 81 |
| Capt. Oliver, c Strange, b Edmonds | 33 |
| Lt. Sutherland, not out            | 23 |
| Gr. Middleton, b Edmonds           | 1  |
| Gr. Smith, b Edmonds               | 0  |
| Extras                             | 2  |

| Total for 4 wks.                               |           |
|------------------------------------------------|-----------|
| 205                                            |           |
| Gr. Perkins, Cpl. Green, C.S.M.                |           |
| Pragnell, Br. Bowdman, Gr. Baines did not bat. |           |
| Bowling analysis.                              |           |
| O. M. R. W.                                    |           |
| Hamilton                                       | 6 10 40 3 |
| Edmonds                                        | 10 1 50 3 |
| Wittchell                                      | 4 31 1    |
| Grummett                                       | 3 22 1    |
| Piercy                                         | 2 23 1    |
| Wood                                           | 2 31 1    |

| Total             |           |
|-------------------|-----------|
| 61                |           |
| Bowling analysis. |           |
| O. M. R. W.       |           |
| Redmond           | 13 3 35 5 |
| Yeoh              | 6 19 4    |

| UNIVERSITY v CRAIG-ENGOWER.                                  |    |
|--------------------------------------------------------------|----|
| University beat Craigengower in a low scoring match. Scores— |    |
| CRAIG-ENGOWER.                                               |    |
| R. Bace, c Sun, b Yeoh                                       | 3  |
| W. Hall, b Redmond                                           | 1  |
| S. Jex, c Chuan, b Redmond                                   | 21 |
| F. G. Thompson, b Yeoh                                       | 6  |
| M. Abbas, c Baste, b Redmond                                 | 10 |
| L. E. Lammer, c Redmond, b Yeoh                              | 6  |
| Y. Abbas, c Baste, b Redmond                                 | 10 |
| D. Kharras, b Redmond                                        | 1  |
| A. Goldenberg, c Redmond, b Yeoh                             | 2  |
| W. Omar, not out                                             | 0  |
| Extras                                                       | 7  |

| Total             |           |
|-------------------|-----------|
| 61                |           |
| Bowling analysis. |           |
| O. M. R. W.       |           |
| Redmond           | 13 3 35 5 |
| Yeoh              | 6 19 4    |

| UNIVERSITY.                          |    |
|--------------------------------------|----|
| H. C. Hunt, c M. Abbas, b Lammer     | 15 |
| T. L. Chuan, b.w. Lammer             | 1  |
| D. K. Sany, b Lammer                 | 9  |
| F. A. Redmond, b M. Abbas            | 0  |
| R. A. Baste, run out                 | 0  |
| S. K. Chua, b Lammer                 | 0  |
| J. D. Wright, c and b Abbas          | 4  |
| T. E. Yeoh, c and b Abbas            | 1  |
| I. T. Pun, not out                   | 10 |
| K. L. Sun, run out                   | 0  |
| C. H. Yeoh, c Goldenberg, b M. Abbas | 11 |
| Extras                               | 11 |

| Total             |            |
|-------------------|------------|
| 69                |            |
| Bowling analysis. |            |
| O. M. R. W.       |            |
| Omar              | 3 9 9      |
| Lammer            | 13 42 4    |
| Abbas             | 10 1 3 9 4 |

| INDIANS v R.E. AND I.A.                                                                                                         |    |
|---------------------------------------------------------------------------------------------------------------------------------|----|
| R. E. and I. A. beat Indians comfortably on the latter's ground, the Indian batsmen failing to come up to expectations. Scores— |    |
| R.E. AND I.A.                                                                                                                   |    |
| Capt. Gray, c and b A. A. Rumjahn                                                                                               | 69 |
| Lt. Clouston, b A. A. Rumjahn                                                                                                   | 20 |
| Major Edwards, b Earle                                                                                                          | 46 |
| Lt. Col. Taylor, c S. H. Ismail                                                                                                 | 1  |
| b A. A. Rumjahn                                                                                                                 | 28 |
| Lt. Hammond, c Bux b Earle                                                                                                      | 23 |
| Lt. Larcom, not out                                                                                                             | 42 |
| Capt. Murray, c E. A. Moos-                                                                                                     | 22 |
| deen b A. A. Rumjahn                                                                                                            | 5  |
| Lt. McConnell, b Earle                                                                                                          | 1  |
| Spr. Hallam, b A. A. Rumjahn                                                                                                    | 1  |
| Extras                                                                                                                          | 6  |

| Total (for 8 wks.) |           |
|--------------------|-----------|
| 235                |           |
| Bowling analysis.  |           |
| O. M. R. W.        |           |
| Earle              | 11 1 65 3 |
| A. A. Rumjahn      | 13 1 85 5 |
| S. H. Ismail       | 5 34 1    |
| S. K. Moos         | 5 28 1    |
| E. Haroon          | 3 17 1    |

| R.E.C.                        |    |
|-------------------------------|----|
| A. H. Rumjahn, b Hammond      | 10 |
| S. H. Ismail, c Murray b Ham- | 4  |
| mond                          | 1  |
| N. M. Bux, c Gray b Edward    | 7  |
| G. C. Earle, c Larcom b Ham-  | 32 |
| mond                          | 0  |
| A. A. Rumjahn, b Hammond      | 0  |

## MANILA REPUBLICANS.

## PRESIDENT WILSON DENOUNCED.

Denouncing the administrations of President Wilson and Governor General Francis Burton Harrison as inefficient and destructive, the delegates to the Republican Convention held in the Olympic Stadium at Manila unanimously elected Judge A. S. Crossfield and Judge Daniel R. Williams as delegates to the National Convention to be held in Chicago on June eighth.

The only contest in Convention came when it was time to select the alternates. The voting for alternates resulted as follows: Judge Moore, of Zamboanga, 91, E. E. Elser, 73, Harold M. Pitt, 36, and Julian Wolfson, four.

Features of the platform drawn up and unanimously approved at the Convention included:—The condemnation of the Federal Income Tax to Americans living in the islands until such time as other residents who enjoy the protection of United States sovereignty are also made subject to the same tax.

A request for the postponement of any action looking to a change in the status quo of the Philippines, or a withdrawal of American sovereignty until the nations of the earth have recovered from the effects of the world war, "and the masses of the Filipino people are capable of safely exercising the political franchise."

A recommendation for Federal aid in the immediate construction of modern harbour, docking and repair facilities at the port of Manila.

The denouncement of the treatment China received at the Paris Peace Conference when Shantung was turned over to be exploited of its economic wealth, and its people humiliated and harassed by "a power no less aggressive and no less despotic than was its predecessor, whose alleged rights in such province were eliminated in a war 'To make the world safe for Democracy.'"

Charges that: "Plans looking to the immediate independence of the islands have been sanctioned and championed, giving rise to continued political agitation and unrest with a consequent discouragement of enterprises looking to the economic and industrial development of Philippine resources. This changed policy has imperilled and largely destroyed what had already been accomplished, and has served to delay rather than hasten the progress of the people at large in those standards of education, economic development, political capacity and civic virtue indispensable to any true self-government."

And, the recommendation that Major General Leonard Wood and former Governor General W. Cameron Forbes be favourably considered for the nominations as president and vice president of the United States, respectively.

## IN CHINA WORTH SAVING?

## AN INTERESTING ARTICLE.

Mr. Rodney Gilbert writes as follows:—It is not difficult for caustic critics to prove on the face of China's official behaviour for a generation past that the upper classes are not sufficiently devoted to the interests of their country nor the people sufficiently patriotic to warrant outsiders, Occidentals especially, in championing the cause of either the Chinese nation or the Chinese individual.

During China's seven years of burlesque republicanism, unhappily mostly devoted to inter-provincial bickerings, the country has fallen out of favour with her best friends through a hundred errors. During the war the so-called government alienated sympathy through purely mercenary flirtations with Japan to the detriment of the best interests of the Allies.

It has therefore been the opinion of statesmen in Europe and of tourists and travellers in the Orient, that China is neither worth fighting for nor worth saving.

MUST NOT JUDGE PEOPLE BY OFFICIALS. But the greatest injustice one can do the Chinese people is to judge them by their government and its acts without first acquiring a knowledge of the tremendously difficult positions in which both the governors and the governed find themselves when they try to adapt their tradition-bound practices to anything so ultra-modern as republicanism.

If it is to the practical advantage of the more powerful nations which pass judgment upon the weaker ones that China should remain united and independent, that she should be saved from the domination of Japan for instance, it is only fair that judgment upon China be suspended for a considerable period. On the grounds of justice and fair play this is China's strongest plea for consideration and for assistance when necessary.

Apart from all sentimental considerations however, the one practical question which Europe and America have to decide is whether China would be more profitable to the rest of the world as an independent state or as a Japanese subject state.

ISSUE NARROWS TO AMBITIONS OF JAPAN. When one asks whether China is worth saving, therefore, the practical issue narrows down to whether China is worth protecting from Japan.

The encroachments which Japan has made upon China during the war have been thoroughly advertised. The Japanese are not altruists. When they develop a piece of land, or a commercial concession, they work for the Japanese alone.

Their idea of privilege is monopoly. They have signed Open Door compacts and have then worked deliberately and consistently to make commercial competition impossible in every quarter of China in which Japanese trade interests were established.

## "LOUNGE LIZARDS."

## THE DISTRIBUTION OF AMERICAN MEDALS.

Washington, January 13.—Urging Congressional investigation of the award of army decorations for services during the war, Representative Gallivan, Democrat, Massachusetts, declared in the House to-day that more Distinguished Service Medals in proportion were awarded to army officers who never got nearer the front than Washington than to those who saw service overseas.

"It is common talk in the army," said Mr. Gallivan, "that our present Chief of Staff and one of his assistants, a colonel whose duty it was to escort and dine foreign missions here in Washington, have no space left between their belts and their collars to display the medals that have been given them as a result of this service."

Congress should investigate all awards of medals and crosses, Mr. Gallivan said, so as to determine why some recommendations were acted upon favourably and others disregarded.

"The Distinguished Service Medal has been cheapened and certainly ridiculed by the bold and brazen manner in which it has been passed out to those who belong to the elite," said Mr. Gallivan. "It has been used as a reward for friendship; it has even been used to placate those who have been removed to make way for some one else."

"The reading of the sum total of the citations in award of the Distinguished Service Medal to several chair officers of the general staff who never left Washington during the war, if believed, would certainly impress one that the war was fought with red ink at mahogany desks near the shadows of the Washington monument."

"Surely the lounge lizards of the Second Army of the Potomac can have no quarrel with their comrades, the 'lobby lancers' of the Capitol, as to the number of D. S. M.'s these two valiant units received for heroic service in this war. As for France, whenever the Commander-in-Chief sent a 'commissioned message boy' on an errand, the D. S. M. was sure to be the reward."

"In Washington we had four different chiefs of staff during the war, and every one who knows anything at all about the workings of the War Department knows that the predecessors of the present high priest of Prussianism, Gen. Peyton C. March, were considered unequal to the task. Through one pretence or another they were removed."

"Ordinarily when a man has failed in the performance of any specific task he is removed without reward. These men have on the other hand been rewarded in the name of the President of the United States by the bestowal upon them of the D. S. M."

"The Kaiser," continued Mr. Gallivan, "with some spark of appreciation for consistency yet alive, said: 'Me und Gott.' Not so your Chief of Staff, U. S. A., Peyton C. March, who sees no reason for including 'Gott.' It is simply 'me' with him."

## NEW ADVERTISEMENTS

## NOTICE.

## REPULSE BAY HOTEL.

WEDNESDAY, March 3rd.—TEA DANCING from 4 to 7 p.m.

DINNER DANCE from 8 p.m. SATURDAY, March 6th.—TEA DANCING from 4 to 7 p.m.

DINNER DANCE from 8 p.m. SUNDAY, March 7th.—Orchestral Concerts during Tea and Afternoon Tea.

NOTICE. T. E. GRIFFITH, LTD.

We have this day opened a branch, at 13, Chater Road, Hongkong.

Messrs. R. J. Hall and P. A. Dixon are authorised to sign for the Company in Hongkong per procuration.

T. E. GRIFFITH, LTD. Shameen, Canton, 1st March, 1920.

WANTED.—Smart Chinese Shipping Clerk. Apply P.O. Box 38.

TOYO KISEN KAISHA. NOTICE TO CONSIGNEES.

S. S. "ANYO MARU," From SAN FRANCISCO via HONOLULU, JAPAN PORTS & MANILA.

From SOUTH AMERICAN PORTS via SAN FRANCISCO, HONOLULU, & JAPAN PORTS.

The above named Steamer having arrived Monday, 1st March, 1920, Consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignees' risk.

Storage will be assessed on cargo remaining undelivered after Monday, 8th March 1920.

All broken, chafed and damaged packages will be landed into the Company's Godowns, where same will be examined on Monday, 8th March, 1920 at 11 A.M.

No Claims will be recognised after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever, will be effected.

T. DAIGO, Manager. Hongkong, 2nd March, 1920.

NOTICE. HONGKONG BOXING ASSOCIATION.

FOURTH TOURNAMENT At the Theatre Royal on FRIDAY.

MARCH 5th at 9.15 p.m.

1. Fifteen-round Contest for the Welter-weight Championship of the Colony, and the "Mounted Police Reserve Belt."

Between Sergt. "Sky" Kerrison, R.N.Y.E. (Holder), and Iron Bux, of Manila, P.I. (Challenger).

2. Ten-round Catchweight Contest. Between Jack Kibbler, Chinese Maritime Customs, Canton, and Seaman Deconhart, H.M.S. Hawkins.

3. Six-round Contest for the Amateur Lightweight Championship of the Colony.

Between Young Maher, ex-Driver, R. A. (Holder), and E. R. A. Haines, H.M.S. Hawkins, (Challenger).

Also three other six-round Contests.

BOOKING:—Cash only at Messrs. Moutrie.

TUESDAY next for members only. WEDNESDAY to FRIDAY for the General Public.

G. G. N. TINSON, Hon. Secretary. J. C. WILDIN, Manager.

## NOTICES.

## NOTICES.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 8th day of March, 1920, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT

| No. of lots | Locality     | Boundary Measurements | Area in Acres | Annual Rent | Final Price |
|-------------|--------------|-----------------------|---------------|-------------|-------------|
| 1           | North of the |                       |               |             |             |
| 2           | South of the |                       |               |             |             |
| 3           | East of the  |                       |               |             |             |
| 4           | West of the  |                       |               |             |             |
| 5           | North of the |                       |               |             |             |
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| 29          | North of the |                       |               |             |             |
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| 33          | North of the |                       |               |             |             |
| 34          | South of the |                       |               |             |             |
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| 43          | East of the  |                       |               |             |             |
| 44          | West of the  |                       |               |             |             |
| 45          | North of the |                       |               |             |             |
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| 61          | North of the |                       |               |             |             |
| 62          | South of the |                       |               |             |             |
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| 69          | North of the |                       |               |             |             |
| 70          | South of the |                       |               |             |             |
| 71          | East of the  |                       |               |             |             |
| 72          | West of the  |                       |               |             |             |
| 73          | North of the |                       |               |             |             |
| 74          | South of the |                       |               |             |             |
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| 80          | West of the  |                       |               |             |             |
| 81          | North of the |                       |               |             |             |
| 82          | South of the |                       |               |             |             |
| 83          | East of the  |                       |               |             |             |
| 84          | West of the  |                       |               |             |             |
| 85          | North of the |                       |               |             |             |
| 86          | South of the |                       |               |             |             |
| 87          | East of the  |                       |               |             |             |
| 88          | West of the  |                       |               |             |             |
| 89          | North of the |                       |               |             |             |
| 90          | South of the |                       |               |             |             |
| 91          | East of the  |                       |               |             |             |
| 92          | West of the  |                       |               |             |             |
| 93          | North of the |                       |               |             |             |
| 94          | South of the |                       |               |             |             |
| 95          | East of the  |                       |               |             |             |
| 96          | West of the  |                       |               |             |             |
| 97          | North of the |                       |               |             |             |
| 98          | South of the |                       |               |             |             |
| 99          | East of the  |                       |               |             |             |
| 100         | West of the  |                       |               |             |             |



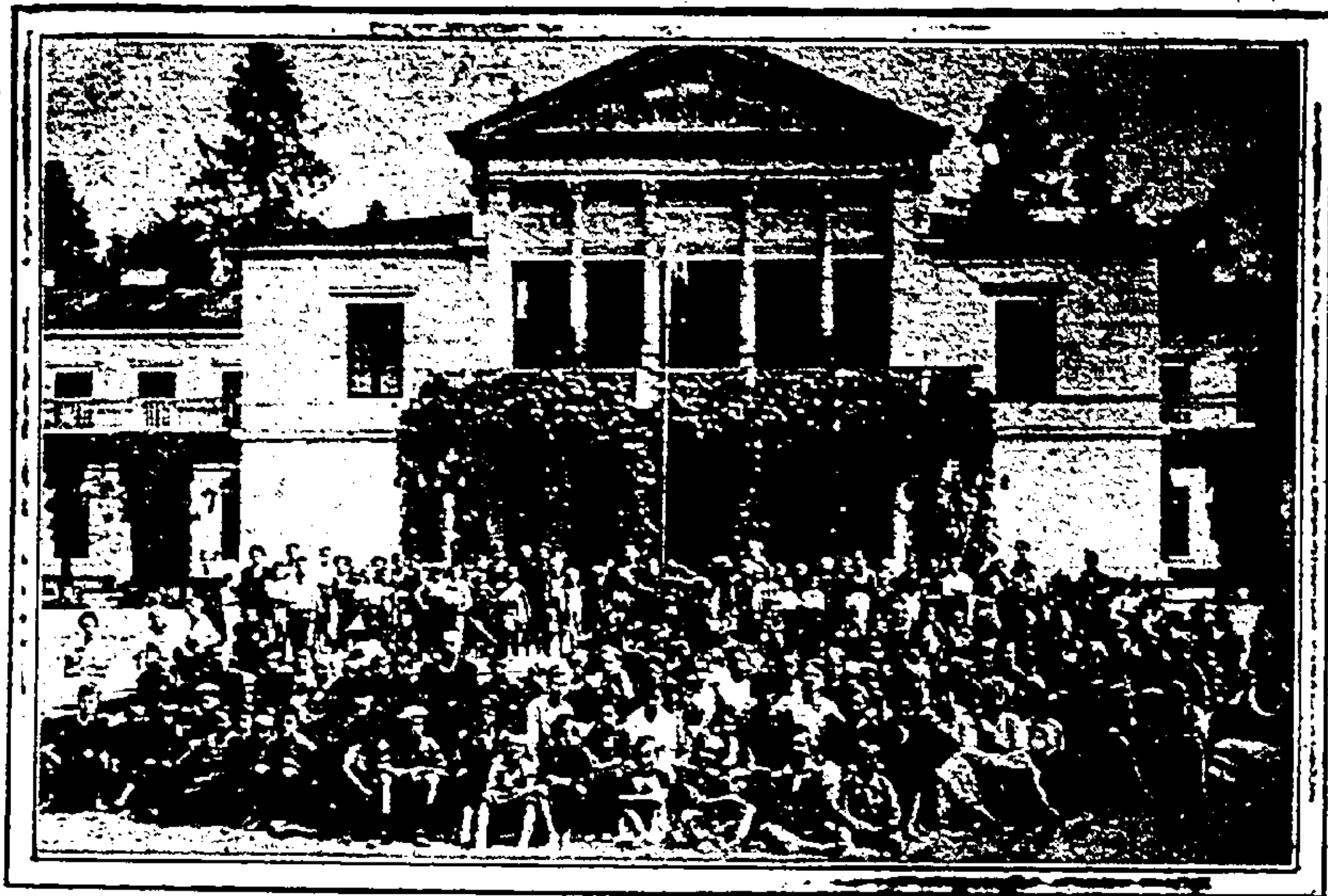
## MOVEMENTS OF STEAMERS.

EASTERN EXTENSION AUSTRAL-

A cartoon by Bob Schuchman. A man in a hat and glasses is talking to a woman in a hat. The man says, "I WUZ SITTING ON TOP OF SLIM, AN' I FORGOT TO HOLD HIS FEET!". The woman is looking at him with a question mark above her head. The man has a question mark above his head. The cartoon is signed "Schuchman" at the bottom.



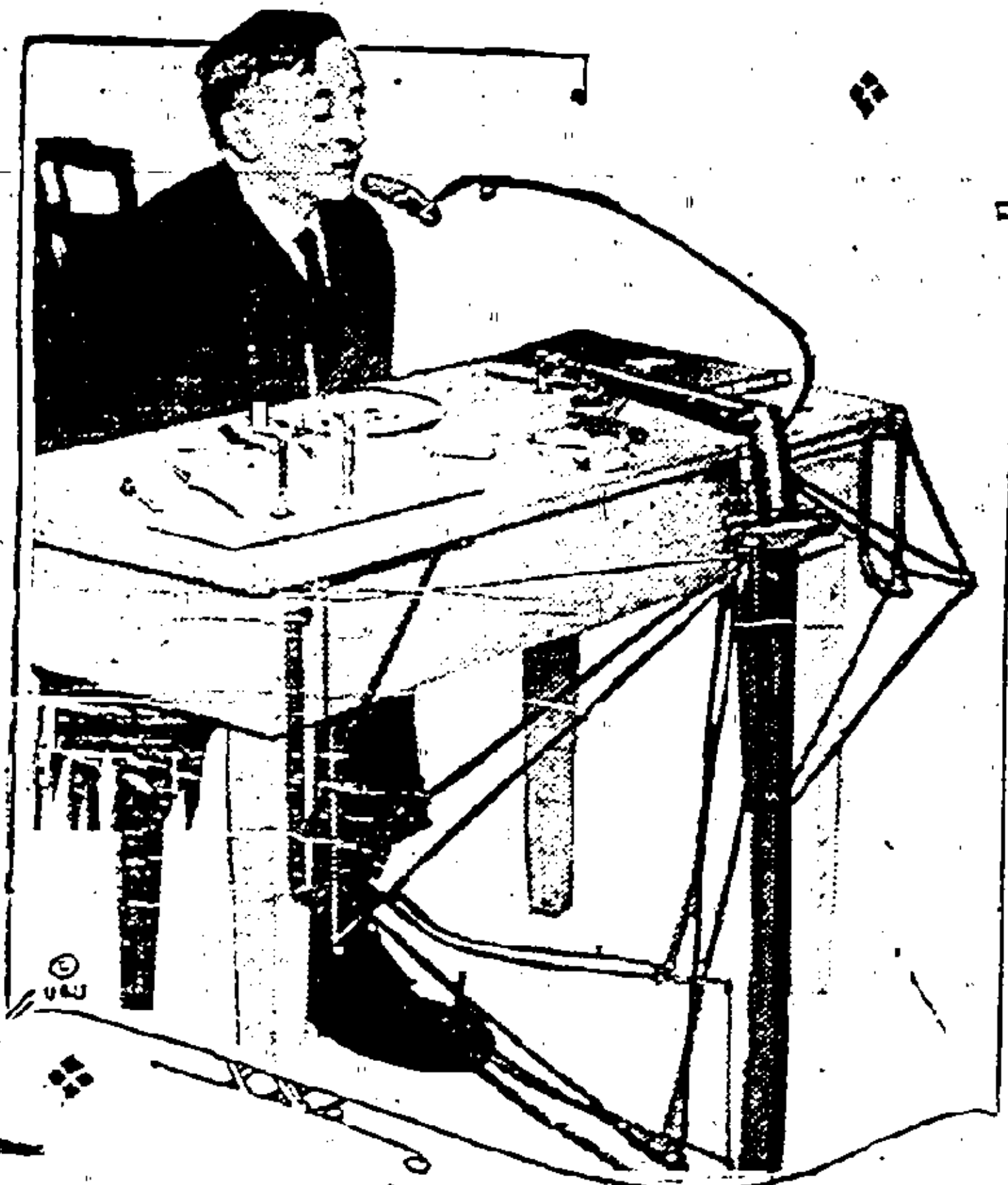
## TO-DAY'S PICTURES.



The summer residence of the late Emperor Francis-Joseph, the famous Ischl Palace, in the Tyrol, is now used as a home for children from Vienna. Photo shows a group of the children in front of the building.



General Ataman G. N. Semeonoff, reported new head of the anti-Bolshevik armies in Siberia, and his staff, before whom lies the task of reorganising the demoralised forces of Koltchak to stem the Red tide.



Above is seen a wonderful appliance invented for armless people by George Thomas, a gas fitter of Edinburgh, Scotland. It is worked by the foot, as shown in the picture above. Here a man is eating without the use of his hands, the food being picked off the plate and transferred to his mouth by the mechanical hand of the appliance. Thus he picks up his cigarette and lights it. With another, differently arranged, "hand" he holds a pen and writes, again operating the machine with his foot.



Sean T. O'Ceallaigh, who was the representative of the Government of the "Irish Republic" at Paris. He is a member of Parliament for College Green Division of the City of Dublin.



Photo shows Mme. Therese Clemenceau-Jacquemaire, daughter of Georges Clemenceau, ex-Premier of France, who has arrived in the United States to fulfill a lecture programme.

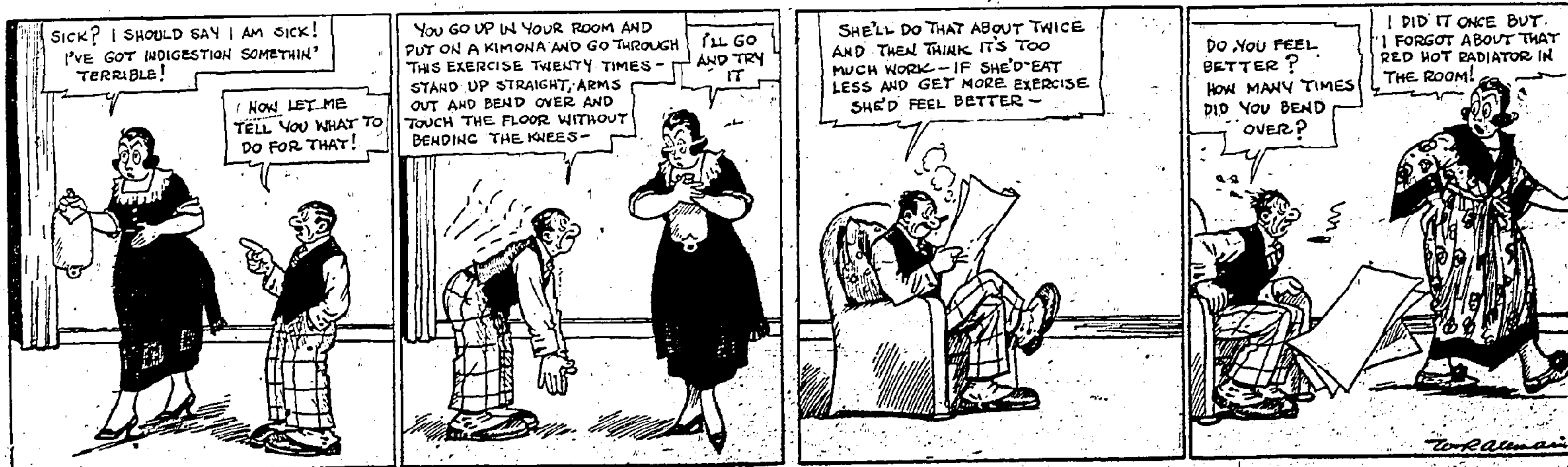


The picture shows the destruction of \$33,000 worth of wine, whisky and gin, seized in raids at Kansas City.

## DOINGS OF THE DUFFS

## Clivia Got Up Against It -

## BY ALLMAN







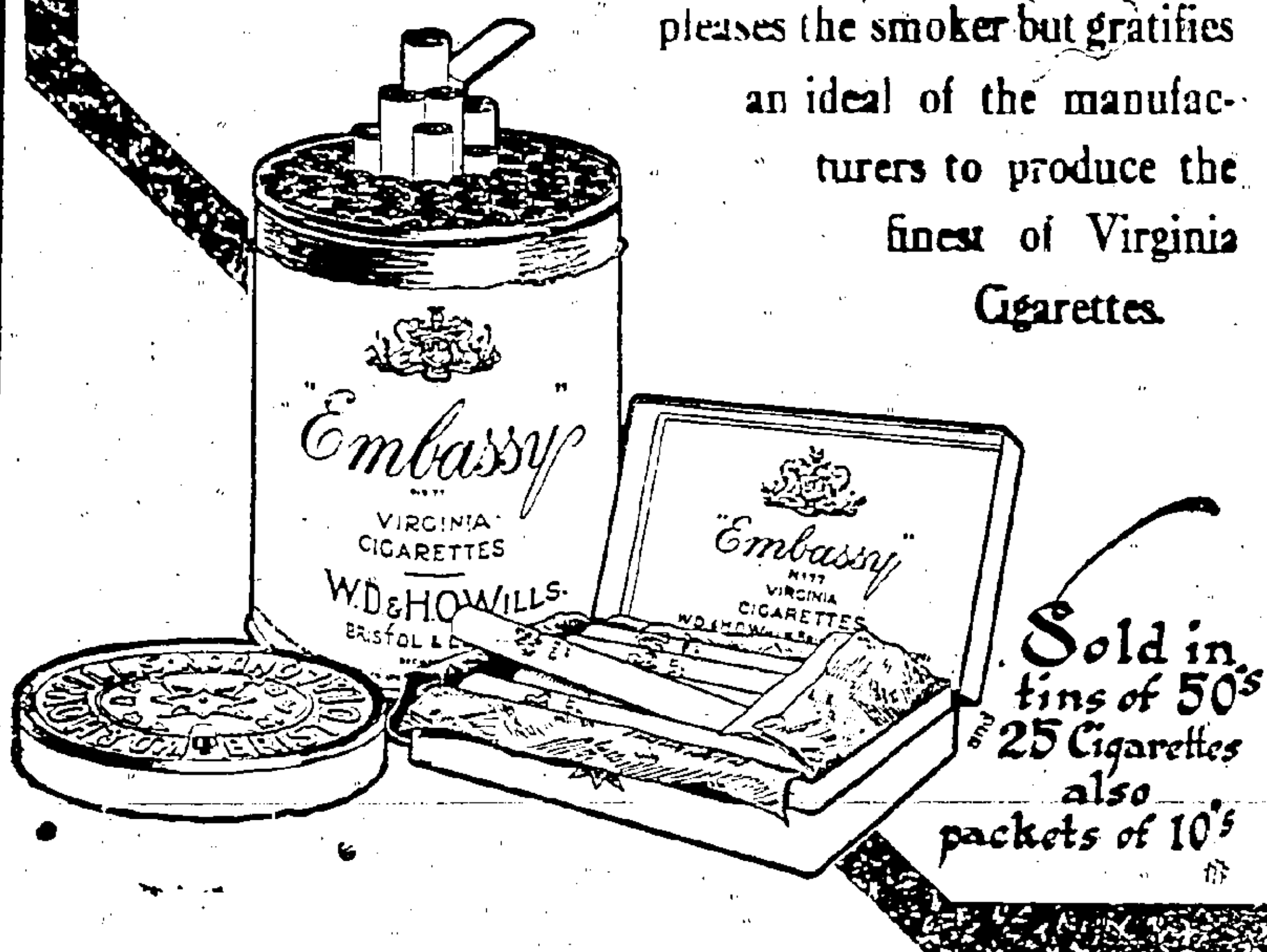


## NOTICES.

# “Embassy”

## Virginia Cigarettes

### Finest Quality



The kind of quality that not only pleases the smoker but gratifies an ideal of the manufacturers to produce the finest of Virginia Cigarettes.

This Advertisement is issued by British-American Tobacco Co., (China) Ltd.

## TO-DAY'S SHARE QUOTATIONS.

## OFFICIAL PRICES.

| Banks.                       |                   |
|------------------------------|-------------------|
| H.K. & S. Banks              | s. \$535 ex div.  |
| Marine Insurances.           |                   |
| Cantons                      | n. 390            |
| North Chinas                 | n. 160            |
| Unions                       | n. 175            |
| Yangtzes                     | n. 260            |
| Far Easterns                 | n. 19             |
| Fire Insurances.             |                   |
| China Fires                  | n. 138            |
| H. K. Fires                  | n. 300            |
| Shipping.                    |                   |
| Douglases                    | n. 87             |
| H.K. Steamboats              | b. 30             |
| Indos (Pref.)                | n. 20             |
| Indos (Def.)                 | n. 215            |
| Shells                       | s. 250/-          |
| Ferries                      | s. 29             |
| Refineries.                  |                   |
| Sugars                       | n. 211            |
| Malabons                     | s. 43             |
| Mining.                      |                   |
| Kailans                      | n. 140/-          |
| Langkats                     | n. 12             |
| Shanghai Loans               | b. 12             |
| Shai Explorations            | n. 1              |
| Tronohs                      | n. 45/-           |
| Ural Caspians                | n. 30/-           |
| Docks, Wharves, Godowns, &c. |                   |
| H.K. Wharves                 | n. 85             |
| K. Docks                     | sa. 158           |
| Shai Docks                   | b. 107            |
| N. Engineerings              | n. 30             |
| Lands, Hotels & Buildings.   |                   |
| Centrals                     | s. 107            |
| H.K. Hotels                  | n. 115            |
| L. Invest.                   | n. 107            |
| H. phreys Est.               | sa. 6.90          |
| K. Loan Lands                | n. 50             |
| L. Reclamations              | n. 133            |
| West Points                  | n. 58             |
| Cotton Mills.                |                   |
| Wwoa                         | b. 540            |
| Kung Yiks                    | b. 475            |
| Lau Kung Mows                | b. 400 ex div.    |
| Oriental                     | b. 280            |
| Shai Cottons                 | b. 330            |
| Yangtzepeos                  | sa. 234           |
| Miscellaneous.               |                   |
| Cements                      | b. 6.90           |
| China Borneos                | n. 17             |
| Do. Light old sa.            | 7 1/4 new b 5 1/4 |
| China Providents             | b. 715            |
| Dairy Farms                  | b. 21             |
| Electrics H. K.              | n. 88 c. r.       |
| Electrics Macao              | n. 34             |
| Hongkong Ropes               | s. 26             |
| H. K. Tramways               | b. 6 s. 6 1/2     |
| Peak Trams, old              | s. 6.90           |
| Do. new                      | n. 80 cts.        |
| Steam Laundries              | b. 315            |
| Steel Foundries              | n. 10             |
| Water-boats                  | b. 12             |
| Watsons                      | b. 6              |
| Wm. Powells                  | b. 13             |
| Wisemans                     | b. 27 1/2         |

Hongkong, Mar. 2, 1920.

## WEATHER REPORT.

February 2d. 11h. 40m.—No returns from Japan and Vladivostok. Pressure has decreased slightly to moderately at all stations reporting, the anticyclone having moved eastward. A fresh anticyclone is probably developing to the north of the Yangtsi.

Fresh monsoon will prevail along the China coast, and over the N. China Sea. Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 2.70 inches, equal to an average of 3.29 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

| District.                                        | Forecast.                                   |
|--------------------------------------------------|---------------------------------------------|
| 1 Hongkong to Gap Rock.                          | N.E. winds, fresh, cloudy, occasional rain. |
| 2 Formosa Channel.                               | N.E. winds, strong.                         |
| 3 South coast of China between H.K. and Lanchow. | The same as No. 1.                          |
| 4 South coast of China between H.K. and Haikow.  | The same as No. 1.                          |

T. F. CLAXTON, Director.  
Hongkong Observatory, Mar. 2, 1920.

## HOTELS.

## THE PEAK HOTEL.

1,500 FEET ABOVE SEA LEVEL.  
15 MINUTES FROM LANDING STAGE.

UNDER THE MANAGEMENT OF  
MRS. BLAIR.

## KING EDWARD HOTEL.

CENTRAL LOCATION,  
ELECTRIC LIFTS AND LIGHTING,  
TELEPHONE ON EACH FLOOR.  
HOTEL LAUNCH MEETS ALL STEAMERS.  
Tel. 373. Telegraphic Address: "VICTORIA"  
J. WICHELL, Manager.

## NOTICE.

MITSUBISHI SHOUJI  
KAISHA, LTD.

(MITSUBISHI TRADING CO.)  
COAL, GENERAL IMPORTS AND EXPORTS.  
SOLE PROPRIETORS OF COAL MINES ON  
TANAHUMA, OCHI, MUYABE, KISHIDAKE,  
YOSHINOTANI, NOJO, KAMAZUTA, SATO,  
SHINKEW, KANADA, KAMAYADA, NIKAI  
and OYASAKI.

Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.  
BRANCHES AND REPRESENTATIVES:—NAGASAKI, KATSU, WAKAMATSU, MOJI, KURE, KOBE, OSAKA, TSURUGA, NAGOYA, YOKOHAMA, TOKYO, HAKODATE, MURORAN, OTABU, VLADIVOSTOK, PEKING, TIENTSIN, DAIREN, TSINGTAO, TAINANFU, HANKOW, SHANGHAI, HONGKONG, CANTON, MANILA, SINGAPORE, SOERABAYA, LONDON, PARIS, NEW YORK & SEATTLE.

Cable Address:—"IWASAKISA".  
Codes:—A.I., A.B.C. 5TH ED.,  
Western Union and Bentley.

AGENCY FOR—THE MITSUBISHI MARINE AND FIRE INSURANCE CO.  
THE OSAKA MARINE & FIRE INSURANCE CO.

For Particulars Apply to:—  
S. SAYEKI, Manager.  
No. 14, Pedder Street, Hongkong.



## ENTERTAINMENTS.

## THE VICTORIA

TO-NIGHT! TO-NIGHT!!  
5.15 & 9.15 p.m.

PEGGY HYLAND

AND

MILTON SILLS

IN

"THE OTHER WOMAN"

Booking at ANDERSON'S.

## THE

TEL. No. 1743. **CORONET** TEL. No. 1743.

TO-DAY at 5.15 p.m.

MABEL NORMAND

IN

"DODGING A MILLION"

TO-NIGHT at 9.15 p.m.

"THE HONOR SYSTEM"

at 7.15 p.m.

"THE CIRCUS KING"

Episodes 7 & 8 in 4 parts.

## HOTELS.

## THE HONGKONG HOTEL CO., LTD

OPERATING:—

THE HONGKONG HOTEL,

HOTEL MANSIONS,

THE REPULSE BAY HOTEL,

J. H. TAGGART,  
Manager.

## EUROPE HOTEL, SINGAPORE

UNDER NEW BRITISH MANAGEMENT,

THE PREMIER HOTEL FINEST SITUATION.

EXCELLENT CUISINE.

ARTHUR E. ODELL,

(Late Grand Hotel, Southcliffe, England and  
Royal Palace Hotel, London, W.)

## THE CARLTON HOTEL.

(THE ONLY AMERICAN HOTEL IN THE COLONY.)

ICE HOUSE STREET.

Under American Management.

Nice and quiet yet only a few minutes' walk from the Banks and Central District. 43 Bedrooms. Excellent Cuisine. Scrupulously Clean. Moderate Terms. Monthly and Family Rates on application to the Proprietress.

Hotel Launch Meets all Steamers.

Telephone 812. MRS F. E. CAMERON.

KINGSCLERE HOTEL MID-LEVEL

CRAIGIEBURN HOTEL THE PEAK

KNUTSFORD HOTEL KOWLOON

SACHSE, LENNOX & Co., General Agents  
Are resident Managers.

Printed and Published for the Proprietor, by Alfred Morris at 11, Ice House Street, in the City of Victoria, Hongkong.

## SHIPPING.

## VESSELS ARRIVED.

The LOONGSANG, from Manila brought 1,221 tons of general merchandise. She reports north-east monsoon and heavy sea.—Mooring, C 35.

The LOKSANG, from Haiphong and Hoihow delivered here to-day 850 tons of cargo.—Mooring, C 38.

From Wuhu the HAIYANG, a Douglas boat chartered to the WO-FAT SING firm, consigned here to-day 2,300 tons of rice.—Mooring, C 16.

The s.s. NILE, arrived this morning from San Francisco with 1,100 tons of general cargo. She carried 127 cabin passengers and 197 Chinese deck.

The s.s. WHEATLAND MONTANA, a U. S. Shipping Board vessel consigned to the Admiral Line, arrived yesterday from Seattle with 1,767 tons of steel paper and oats for through destinations and 400 tons of steel, salt herring, nails, wire and other merchandise for Hongkong.—Mooring, A 3.

The CAPE MAY, another U. S. Shipping Board vessel consigned to the Admiral Line, brought this morning 1,800 tons of general merchandise.—Mooring, A 25.

The Dutch boat SUMATRA, belonging to the Asiatic Petroleum Company, consigned here from Balikpapan 950 tons of liquid fuel and 170 drums of benzine.—Mooring, A P. C. Wharf.

The TJIMANACK, belonging to the Java-China-Japan Line, arrived to-day from Sourabaya with a through cargo of candles, wax and oil and a direct cargo of sugar, arack, candles and wax.

From Samarang the HOKUTO MARU, under the agency of Messrs. Dodwell & Co., brought yesterday 2,841 tons of general merchandise for through destination and 348 tons for Hongkong.—Mooring, A 9.

The s.s. CEYLON MARU, from Kobe consigned here this morning 269 tons of copper ingots and matches and 5,340 tons of matches, sulphur, etc. for other destinations. She is an N. Y. K. vessel.—Mooring, B 10.

## PASSENGERS DEPARTED.

Per s.s. PYRRHUS, 2nd Mar. 1920:—Mr. & Mrs. S. H. Dodwell, Mrs. Butlin, Mrs. C. H. P. Hay, Mrs. Hemmings, Mr. & Mrs. Parsons, Miss Woodhouse, Mrs. Chadwick, Mrs. Hubbard, Miss E. Hubbard, Mr. & Mrs. W. Armstrong, Mr. & Mrs. Harbottle, Mr. & Mrs. E. S. Aldrich, Mr. R. N. Schanek, Mrs. J. Cochrane, Misses Cochrane, Mrs. King, Miss King, Mr. C. S. Wall, Mr. F. W. Gibbins, Dr. & Mrs. J. W. Van Dyk, Mrs. S. S. Strahan, Mr. & Mrs. Hawkins, Master J. M. Rincon, Mr. & Mrs. J. Hyde, Miss M. Hyde, Mr. A. Ekman, Mr. E. L. Day, Mr. G. Lightowler, Mr. A. Stalker, Mr. G. Morrison, Mr. G. H. Van Den Pol, Major A. G. Cunningham, Mr. & Mrs. Kelly Davies, Mr. Hopkins, Mr. C. H. Davis, Mr. T. F. Claxton, Mr. & Mrs. C. H. Roosmale-Coco, Mr. R. Hofman-Bang.

## METEOROLOGICAL.

|                  | Previous.           | Day On date | On date. |
|------------------|---------------------|-------------|----------|
| Barometer        | 30.13               | 30.68       | 30.63    |
| Temperature      | 64                  | 75          | 64       |
| Humidity         | 71                  | 92          | 81       |
| Wind Direction   | E                   | ESE         | E        |
| Force            | 3                   | 2           | 4        |
| Weather          | c                   | o           | o        |
| Rain             | 0.00                | 0.00        | 0.00     |
| High on open air | Temperatures on the | 1st 64      |          |
| Lowest           | "                   | 2nd 58      |          |

H. K. Observatory, Mar. 2, 1920.

T. F. CLAXTON Director.

Coal was delivered here by the UNSEN MARU, (1,294 tons) the IYO MARU, (3,078 tons from Mike) and the ANYO MARU, (4,800 tons from Moji).

The SACKAI MARU, from Bombay came in this morning with 5,600 cases of cotton for Shanghai and 600 cases for Hongkong. She is an N. Y. K. boat.

The HAKATA MARU, from Yokohama brought 5,140 tons of glass bottle and plank, and 638 tons of cotton yarn, matches and bottles for Hongkong.

## PASSENGERS ARRIVED.

Per s.s. NILE.—Mr. G. S. Adair, Mr. T. Baumgardner, Mrs. T. Baumgardner, Mr. Homer Baumgartner, Mrs. Homer Baumgartner, Mrs. Florence Beckjord, Mr. Walter Bonner, Miss Taats Bosch, Mr. H. W. Boyd, Mrs. H. W. Boyd, Miss Elizabeth Boyd, Master Keith Boyd, Rev. John Brady, Mr. H. M. Brody, Miss Ethel B. Brett, Mr. J. T. Byrne, Rev. P. Brennan, Mr. H. H. Campion, Mr. William S. Cormack, Mr. Chas. Curtin, Mrs. Chas. Curtin, Mr. J. M. Craig, Mr. Halsey Dewey, Mr. L. Dierssen, Rev. John Doyle, Miss E. C. Egbert, Miss Rick Enger, Mr. G. A. English, Mrs. Attie C. Fennell, Mr. James Hamblett, Mr. A. W. Harris, Mrs. A. W. Harris, Mr. Charles C. Havens, Mr. Everett Hays, Mr. Geo. Hoyle, Mr. A. G. Kempf, Mr. D. H. Ketcham, Mr. Barney Kirschner, Mr. D. Kopa, Mr. V. Lankovsky, Mrs. Emma Lvon, Mr. William Magyer, Mrs. William Magyer, Mr. N. M. Mallory, Mr. G. Howard McLeod, Mrs. G. Howard McLeod, Mr. B. J. McDermott, Mr. Leonard Melka, Rev. John Mulligan, Mr. J. Nannfeldt, Mrs. J. Nannfeldt, Mrs. Elizabeth K. Nisbet, Miss Jennie Olson, Mr. R. S. Parker, Mr. William E. Pietsch, Mr. William Sagelowsky, Capt. C. M. Saul, Mrs. C. M. Saul, Mr. Scherpe Peh, Mr. L. A. Scotchmer, Mrs. L. A. Scotchmer, Mr. L. K. Smith, Mrs. L. K. Smith, Mr. William P. Smith, Mr. O. H. Sendresen, Mr. L. S. Tharnakitya, Mrs. C. E. Tranchant, Mr. T. M. van Qudenhoven, Mrs. Owen T. Ward, Mrs. Owen T. Ward, Mr. S. D. Wichman, Mr. G. C. Wilson.